

ARMY



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GENERAL HANCOCK.

THE proposed reduction in the number of major-generals, for the purpose of getting rid of General HANCOCK, in consequence of that officer's administration of the Fifth District, has met such uniform condemnation from all the better class of the public press throughout the Union, that we doubt not the scheme will be abandoned. It was, at best, an exhibition of anger and spite unworthy of calm and dignified law-givers; and we do not believe that any but a few passionate and insensate legislators ever seriously thought of the proposition. It was held out, we fancy, rather as a menace than as a measure, and it was thought, perhaps, that General HANCOCK would thereby take warning to mend his ways. Whenever that officer receives instructions in the proper form from Congress, or any superior, we doubt not he will obey them, as he has always obeyed orders in the past. But it is mistaking the character of the man to proceed in the other way, and had the scheme been carried out, it would only have resulted in making a "martyr" of him, as the preceding similar conduct made a "martyr" of his predecessor.

The first injustice in the proposed treatment of General HANCOCK was in putting an Army officer, who had no choice in his post of duty, and who, possibly, went to New Orleans against his own wishes and convenience, in a position which required him to exercise discretion with regard to the details of his duty, and then disgracing him, without charge of improper conduct, and without trial for alleged incompetence, simply because he exercised that discretion in a few special cases in a way displeasing to the political views of the dominant party in Congress. This injustice is so gross and palpable as to require no comment.

The second error was in proposing a general law to suit a special case, and overthrowing the whole system of Army organization, and defacing its symmetry, in order to get rid of one or two officers. It was Congress which only last year prescribed the number of major-generals and brigadier-generals for the Army, on military grounds; and now some of the same gentlemen contemplated altering this fundamental organization for the simple purpose of casting out of the service two high officers, who, having committed no error for which a Court-martial would expel them, could not be disposed of in any other way. The principle is not only a vicious, and a shameful, but a revolutionary one, and we do not hesitate to condemn it as it deserves. Why should not the next move be to so alter the Army organization as to get rid of a refractory colonel, a disagreeable major, a surgeon, or a captain? Making an officer's livelihood and professional career depend on his skill or will to advance or obstruct certain political theories of the hour, would ruin the service.

It was an error, too, to take for granted that because one or two of General HANCOCK's acts were thought to diverge from the spirit of the Reconstruction Laws (it was not alleged that he departed from their letter), that his whole course would be to obstruct its execution. He looked upon the business as a soldier might—and, like MEADE in Georgia, or THOMAS in Tennessee, he was as liable to astound one extreme as another, or both in turn, by his measures. Before the project to muster-out General HANCOCK had been fairly discussed, its authors were nonplussed by news that he had ordered a special term of a District Court, for the purpose of relieving a number of freedmen, whose wages had been wrongfully detained; and his order further provided that if the Court should not convene, the agent of the Freedmen's Bureau should summarily seize the defendant's property. It is wisest not to be too hasty in forming unfair judgments of an officer's spirit from a single act.

THE FEJEE MORTGAGE.

OUR annexations have never lacked the element of humor and drollery, but the mortgage to us, our heirs, successors and assigns, of the Fejee Islands, caps the climax of grotesqueness. The ice-banks and walrus of Russian America gave play enough to wit; the earthquakes, tornadoes and inundations which we bought as appurtenants to St. Thomas, are an endless joke; the fact that the partisans of Baez and Cabral are engaged in a tremendous civil war to know whether they shall make over to us the Bay of Sanama, is a grim jest; there is something ludicrous in the anxiety prevailing in Canada, Cuba, and California (Lower), lest we shall unceremoniously "pocket" all three; but the notion of annexing the Fejee Islands is the most *bizarre* proposed yet.

The story of the way of our laying hands on these isles—regarding whose people we have only or chiefly known, thus far, that they were fond of cooked missionary—is a singular one. We protest that, in paraphrasing, as we now do, the Washington press dispatch, we cannot avoid the conviction that it is all a huge joke—but here it is. Many moons ago, three of our seamen deserted while cruising near the Fejee Islands, landed there, and were swallowed by the over-curious and excitable inhabitants. The islanders are very philanthropic—very fond of their fellow-men, and the downright liking they exhibited for our countrymen was creditable to their tastes; however, they "loved not wisely, but too well." Regarded, as Mr. WEMYSS would say, as "portable property," those swallowed seamen were valuable to the United States, and an estimated value was set on them and demanded of the King of the Fejees. He acknowledged the eccentricity of his subjects, and paid one cash instalment on the gross value of the seamen.

This was twenty years ago or so; and now, for some mysterious reason, the monarch revives his own debt, and mortgages all his islands to us for three years, as collateral. This singular performance he accomplishes through a treaty, which consists of an enormous whale's tooth. A good-sized human molar would be, perhaps, more appropriate from that quarter. As this tooth is all that comes, we have to trust the "naval agent," who delivers it, as to its meaning. He explains it as a mortgage, as we have said. "If the President accepts the

tooth, then the treaty is established. If he declines the treaty, he is to return the tooth to the King of the Fejee Islands." By no means let it be returned. We suggest that it be made over to BARNUM to exhibit, on half shares in the profit, the half which goes to the United States being applied to the Fejee debt.

WHILE Austria, according to the Vienna *Weidenblatt*, proposes to "suppress" the post of Commander-in-Chief, England has bloomed out with four new field marshals—or rather with four old field marshals, they being nearly all men of extreme old age. The two elder are respectively 86 and 84, and the two "younger," if this term may be allowed, are only 80 or thereabout.

This new move is probably made with the sanction of the Duke of Cambridge; but it is really too amusing. If it were told as a joke, it would not be absurd. But, being a fact, it only remains to conclude that the field marshalship in England is offered as a reward, not for gallantry or skill (Lord Clyde did not have it), nor for renowned services or professional genius, but for the ability to attain to extreme old age. It is as if Britannia should say to her soldiers: "Live to be fourscore and you will probably be a field marshal; live to be fourscore and ten and you shall surely be one."

It must be admitted, however, that this quartette of new-old field marshals have seen some service. Generals BURGOYNE and GOMM have been each 70 years in the army. They both entered it in 1798; the former served in the Peninsular, American, and Crimean wars; the latter in India. Let some of our officers who were major-generals before the age of thirty, and who growled a little because the war did not last long enough to make them lieutenant-generals, reflect on these figures. Of the two other officers we recall less, their exploits having been performed before most of our oldest "old-fogy" officers were suckled. The Sir H. Ross is probably not the Sir HUGH ROSS whom WELLINGTON, if we remember rightly, relieved in the Peninsula.

"Promotion's very slow" in England, as, for example, we may learn from the fact that Sir HENRY HAVELOCK commanded his company 20 years before he was advanced a grade. When, in the Sepoy troubles, he came out suddenly—dying, however, before the news of the long-deferred honors and advancements and knighthood arrived. But after you have turned 80 or 90, you can have anything you like in England—field marshal if you say so. If you cannot take the field, so much the better, and so much the surer your field marshalship, which is a kind of *lucus a non lucendo*. "They do these things better in France," perhaps, but, we think, not so humorously.

THE *Wampanoag* still remains at her dock, where, we understand, her engines are undergoing a thorough repairing. It is currently reported that both cylinders are split, and that they are now getting mended, while extra braces are being put to the engines to compensate for the defect in the design. If these reports are true, and the engines are in this state after a short trial trip in fair weather, what would become of them had the *Wampanoag* encountered a severe gale and been compelled to put out to sea?

THE ARMY.

THE Secretary of War sent to the House of Representatives on January 27th, a communication in regard to the alleged suffering of our troops stationed in Alaska, stating that no reports have been received at the War Department showing that such has or does now exist. The Secretary enclosed a report received from General Jeff. C. Davis, commanding the Department of Alaska, which, under date of New Archangel, A. T., November 12th, states: "By dint of perseverance, in which both officers and men have shown a commendable degree of zeal and energy, we are now quite comfortably quartered. The reputation of this place for sleet, rain, and snow has been fully verified since our arrival. The amount of work that can be accomplished per day in this climate is much less, probably, than in any other on the continent. The Summer months may prove more favorable to our operations, and on this account I would suggest the advantages of sending the troops designed for this district as early next Spring as expediency will permit. The Indians inhabiting the little village just outside of the palisades protecting the town number about 1,200 in all. They are at present at peace, but have the reputation of being very hostile and insolent. They fear the Americans; and look with considerable interest upon us. I have been compelled to arrest several of them for stealing. Notwithstanding they evidently fear us, they frequently boast that they can and will whip us some day."

MAJOR-GENERAL Meade, commanding the Third Military District, has issued the following order:

Whereas, The Constitutional Convention of the State of Georgia, now in session in this city, adopted on the 12th day of December, 1867, the following preamble and ordinance:

Whereas, The question of affording some relief to the people of Georgia from the burden of indebtedness which is now oppressing them, is likely to be acted upon by this Convention at some future day; and whereas large amounts of property are now levied on and about to be sacrificed at sheriff's sales; and whereas the debtors in such cases should be entitled to the benefits which may be conferred on other debtors by the future action of this Convention; Therefore

Be it ordained by the people of Georgia, in Convention assembled, and it is hereby ordained by authority of the same, That from and after the passage of this ordinance all levies which have been or may be made under execution issued from any court of this State shall be suspended until this Convention shall have taken or refuse to take final action upon the matter of relief; and that all sales under execution in violation of this ordinance shall be null and void, and of no effect.

Therefore, by virtue of the plenary powers vested by the reconstruction Acts of Congress in the commanding general of the Third Military District, and for the temporary relief of the people of Georgia,

It is ordered: That said ordinance shall, from this date, be deemed to have taken effect in said State, and shall continue in full force and validity until said convention shall have taken, or refuse to take, final action upon the matter of relief, or until further orders from these headquarters. Provided, That this order shall not apply to executions issued or to be issued on judgments in favor of laborers or mechanics for services rendered since July 21, 1865, nor to executions for the collection of taxes.

BREVET Major-General Robinson, commanding Department of the Lakes, on the 23d ult. issued the following order:

It is the melancholy duty of the general commanding to announce that Major Henry O. Brigham, paymaster U. S. Army, died of apoplexy yesterday, at his residence in Detroit. In this sudden bereavement the service is deprived of a faithful and efficient officer, his family mourns a kind father and affectionate husband, and the officers of this department a comrade, who, by his modest and quiet demeanor and faithful attention to duty, had won their respect and esteem. As a token of respect, the officers of the department staff will wear the usual badge of mourning for thirty days.

THE Board of Officers appointed to revise the Articles of War and Army Regulations, consisting of Generals Sherman, Sheridan and Augur have partially completed those labors. The Articles of War, as revised by the board, have been read to the House Military Committee by General Sherman. They are to be reported to Congress in a few days for amendment and approval, and then the board will go to work on the Regulations, which are based on the Articles, and cannot be rearranged until after the adoption of the latter. Many important modifications are recommended by the board, particularly in the rules governing courts-martial.

THE following statistics of the Legion of Honor have recently been published: Last New Year's Day there were 66 Grand Crosses of the Order, worn by Ministers of State, Marshals, Admirals, Generals, and members of the Institute. The *doyen* of the Grand Crosses was the Duc de Montemart, created in 1831. There were 295 grand officers. Among them were Thiers, Rossini, Villmain, and Nieuerkerque. There were 1,500 commanders, 6,000 officers, and 54,000 knights. Lamartine, Alexander Dumas, and Jules Janin were knights. There were also among the knights six women, viz: Four Sisters of Charity, Rosa Bonheur, and the wife of the Mayor of Disson, who, in her husband's absence, defended his office against the attack of a band of robbers bent on destroying the official registers. A regiment, which captured an enemy's standard, is allowed to attach the cross of the Legion of Honor to its flag.

MILITARY HISTORY OF ULYSSES S. GRANT.

By ADAM BADEAU, BREVET BRIGADIER-GENERAL, ETC.
NEW YORK: D. APPLETON & CO.

It is always an interesting study to trace the military history of a soldier who has made for himself a world-wide reputation; but it becomes especially interesting when, as in the present instance, the narrative is written by a member of his own personal staff, familiar with his ideas and character. Although General Badeau has doubtless been influenced by the views of his chief in arriving at many of his conclusions, he tells us in his preface that his opinions have been submitted to General Grant, but are based exclusively on the facts presented, and must consequently fall to the ground unless supported by the evidence adduced.

So little is known about the early history of General Grant that it is a matter of regret that the present volume does not enter more fully into the subject, instead of devoting to it but two or three pages. However, the subject of our author is Grant, the soldier, and not Grant, the embryo general; and it is in this light, therefore, that we must view him.

Like the rest of our general officers who attained eminence during the Rebellion, Grant was educated at the U. S. Military Academy at West Point, and graduated in 1843, standing twenty-first in a class of thirty-nine. He was appointed in the Fourth Infantry, and served during the Mexican war with credit, resigning his commission as captain in 1854. It would be pleasant to know whether, during the interval which elapsed between his graduation and the breaking out of the last war, any visions of his coming greatness flitted through the brain of the future general. It would be hard to believe that, during all this time he was unconscious of possessing those qualities which raised him, in a brief period, from obscurity to the highest military position in the gift of the country; but on this point, and, in fact, on all matters relating to the General's inner life, we are left to our own conjectures.

This first volume of General Badeau's history follows General Grant's career from his entry in the service as a colonel of Illinois Volunteers, in 1861, to his appointment as lieutenant-general, in 1864; and the narrative is told in an easy, pleasant style, which is the best vehicle for facts whose interest depends upon themselves, and not upon the frame in which they are set. The text is amply illustrated with maps wherever they are necessary, and the typographical execution of the work is admirable throughout.

It would be a pleasing task to follow, in outline, the thread of the narrative before us; but we must be content to note down a few observations suggested by the work and the subject of which it treats. Although, like other men of mark, General Grant fought his way to distinction through many adverse circumstances, his first promotion came to him unsought, and even before he had had an opportunity of winning his spurs; for, although he was unanimously recommended for promotion by the Illinois members of Congress, not one of them knew him personally. He was commissioned a brigadier-general of Volunteers in August, 1861, and was shortly afterward assigned to the command of a district under Major-General Fremont. Grant's first military act of importance was the seizure of Paducah, Tennessee, and thenceforth we find him ever on the alert to suggest points which should be wrested from the enemy, and always prompt to act when once a movement had been entered upon. Despite his successes at Forts Henry and Donelson, and shortly after the reduction of the latter place, he incurred the displeasure of General Halleck, his department commander, who relieved him from command, although he subsequently reinstated him. It is not, perhaps, to be wondered at that General Halleck did not at once discover General Grant's abilities, for they were not generally conceded until events had rendered it impossible to deny them. In speaking on this subject General Badeau says:

The truth is, that Grant's extreme simplicity of behavior and directness of expression imposed on various officers, both above and below him. They thought him a good, plain man, who had blundered into one or two successes, and, who, therefore, could not be immediately removed; but they deemed it unnecessary to regard his judgment, or to count upon his ability. His superiors made their plans invariably without consulting him, and his subordinates sometimes sought to carry out their own campaigns, in opposition or indifference to his orders, not doubting, that, with their superior intelligence, they could conceive and execute triumphs which would excuse or even vindicate their course. It is impossible to understand the early history of the war, without taking it into account that neither the Government nor its important commanders gave Grant credit for intellectual ability or military genius.

His other qualities were also rated low. Because he was patient, some thought it impossible to provoke him; and because of his calmness, it was supposed that he was stolid. In battle, or in campaigning, he did not seem to care or consider so much what the enemy was doing, as what he himself meant to do; and this trait,

to enthusiastic and even brilliant soldiers, appeared inexplicable. A great commander, it was imagined, should be nervous, excitable, inspiring his men; and captivating his officers; calling private soldiers by their names, making eloquent addresses in the field, and waving his drawn sword in battle. Great commanders had done all these things, and won; and many men, who could do all these things, fancied themselves, therefore, great commanders. Others imagined wisdom to consist in science alone; they sought success in learned and elaborate plans, requiring months to develop when the enemy was immediately before them; they manoeuvred when it was time to fight; they intrenched when they should have attacked, and studied their books when the field should have been their only problem.

Grant was like none of these. If he possessed acquirements, he appeared unconscious of them; he made no allusion to the schools, and never hesitated to transgress their rules, when the occasion seemed to him to demand it. So, he neither won men's hearts by blandishments, nor affected their imaginations by brilliancy of behavior; nor did he seem profound, to those who are impressed only by a display of learning. All these things should be appreciated by those who seek to understand his character or career.

It is, however, chiefly in the operations which resulted in the reduction of Vicksburg that Grant showed himself most unmistakably as a skillful general and a determined soldier; for the plan finally determined upon seemed so full of danger that the most accomplished soldiers of the command considered that it would be a fatal error to attempt it. Even General Sherman disapproved, and wrote a letter to Grant setting forth the advantages of another route. "Grant read it carefully, but in silence, and after the perusal was finished made no comment. The orders were not revoked, the council of war was not called, and the letter has never since been mentioned between the two commanders. Its existence was not disclosed by Grant, until Sherman himself publicly related the incident after the investment of Vicksburg, when several prominent men were attributing to him the conception of the campaign, which resulted in opening the Mississippi river."

At this time, however, Grant had not determined to do all he afterward attempted, "for his plans, indeed, were always ripened into their full fruition by the emergencies and opportunities of a battle or campaign; his judgment was always sharpened by events, his faculties were always brighter at a crisis; his decisions were most unerring when compelled to be most sudden and irrevocable. Then, words, if few, were not laggard, and always to the point; and action followed as fast on thought as a strong man's movements on his will."

Although Grant's subordinates doubted the feasibility of his plan, they did not fail to do their utmost to falsify their own opinions when it became evident that their chief was immovable. They were true soldiers, and acted as such, and indeed, had they been otherwise, the energy of their commander would have been unavailing. We shall not attempt to follow the movements of this campaign, which was Grant's in the inception, and Grant's in the execution, for all the orders and dispatches relating to it were written in his own hand, and nearly all signed with his own name. A general so determined, persistent and indefatigable deserved the success he achieved.

Grant was with Sherman when his column struck the Walnut hills. As they rode together up the farthest height, where it looks down on the Yazoo river, and stood upon the very bluff from which Sherman had been repulsed six months before, the two soldiers gazed for a moment on the long-wished-for goal of the campaign—the high dry ground on the north of Vicksburg, and the base for their supplies. Sherman at last turned abruptly round, and exclaimed to Grant: "Until this moment, I never thought your expedition a success. I never could see the end clearly, until now. But this is a campaign; this is a success, if we never take the town." The other, as usual, smoked his cigar and made no reply. The enthusiastic subordinate had seen the dangers of this venturesome campaign so vividly, that his vision was dimmed for beholding success, until it lay revealed on the banks of the Yazoo; but, then, with the magnanimity of a noble nature, he rejoiced in the victories whose laurels he could not claim. His chief had believed all along that he should accomplish what was now performed, and the realization of this belief neither surprised nor elated the most equable of commanders.

Here, then, for the present, at least, we must leave our subject, although it is one in which the patriotic citizen as well as the soldier may find much to dwell upon and admire. General Badeau has done well in writing a history of the general-in-chief, and we shall await his second volume with increased interest.

WE have the following from Mazatlan, Mexico, dated December 21, 1867: Owing to the exciting contest between Rubi and Martinez for Governor of Sinaloa—at one time threatening civil war—the flagship *Pensacola*, the *Saranac* and the *Saginaw* have been lying off this city; also the British ships-of-war *Scout* and *Malacca*. Rubi was finally declared Governor elect by the Congressional electors. The *Malacca* has sailed for Panama. The *Saranac* sails for San Francisco to-day. The *Pensacola* and *Saginaw* are still here. The *Pensacola* will probably sail for San Francisco next week.

FOREIGN CORRESPONDENCE.

THE "OLD GUARD."

PARIS, December 16, 1867.

I HAVE just returned from "assisting" at a military review and parade of a body of troops not exceeding forty rank and file, but which, nevertheless, was viewed by me with greater interest than the sweeping masses of battalion, squadron and battery under which the field of Longchamps, not long ago, trembled in honor of the Austrian monarch. For the two score warriors in question, clad in quaint and threadbare uniform, with silvered hair, stooping form and doubtful step, constitute nearly all upon whom the sun still shines of the once mighty hosts of the first Napoleon. Passing through the *Place Vendôme*, wherein are established the post headquarters of the city, my attention was attracted to some unfamiliar uniforms grouped in front of the *corps de garde*, and soon there advanced upon me through the fog so striking a figure that I at once decided that here was a matter which required investigation. It was that of a white-bearded veteran in the full costume of a drum major of the *vielle garde*, close blue coat with scarlet facings—cream-colored waistcoat and breeches, with high gaiters buttoning up to the thigh, scarlet epaulets or wings with one row of gold lace, a towering bearskin with its nodding plume, and the sabre supported by an embroidered shoulder belt bearing the plate with the miniature drumsticks, the insignia of office. Armed with his enormous cane or baton with its gold pommel, the old man paced up and down apparently in anxious expectation of some arrival—and soon, in effect, there appeared from different directions three ancient drummers in similar uniform, each with his instrument, who at once fell into line before their chief. If the hour had been midnight, and the light that of the moon, I could not have doubted that the spectral review described by the German poet was about to take place. As it was, I applied to a *gendarme* for information. I learned that twice a year, on the 5th of May, and the 16th of December, the respective anniversaries of the Emperor's death, and the reception in France of his remains, an association of the survivors of his Grand Army parades in their old uniforms, and with ever-thinning ranks, to visit the tomb, the Vendôme column, and to hear mass at the Invalides. This, then, was no theatrical costume or "got-up" character, but the real, original, and no mistake, Simon Pure, himself—no representation of the "Old Guard," but the Old Guard, in tangible flesh, blood and buttons, in Paris streets. On a nearer inspection I observed how threadbare was the old man's coat, though the buttons were bright—that the majestic bearskin was rusty and brown with age at the top, and, above all, that the breeches once fitting close to stalwart limbs were already "a world too wide for his shrunk shank." But the familiar word and attitude of command seemed to invigorate him like a draught of wine, and he wielded his heavy staff with unexpected *rim* as he brought out a smart roll from his three drums as the signal to "fall in." And the company which assembled in obedience to this signal did no discredit to their field music.

Infantry, artillery and cavalry uniforms were seen in various stages of dilapidation, the officer in command being apparently a lieutenant of the guard. Of course they carried no pieces, but at the word of command unsheathed and brought to the carry the short sabre which, at that time, was worn by the infantry soldier. Cocked or three-cornered hats, bearskins, cavalry helmets, and the old topheavy shako of line regiments covered the white locks or shining pates of the rather unsteady ranks which, it would seem nearly for the last time, answered to the long roll of their drummers. To march by a front would have been rather too much to attempt, so facing to the right by the old fashioned command they stepped off in two ranks (for the doubling of files was of course unknown in their day), and keeping step certainly as well as the average of the red legs of the present army, filed into the centre of the place, and around the column commemorative of former glory. It is needless to say that guards were turned out as they passed and arms presented, drums beating "*aux champs*," and the chasseurs, bugles playing the march.

Later in the day I betook me to the Invalides; mass was just over, and the veterans, under the escort of the guard of the invalid pensioners, were marching into the interior court of the Hotel where they halted, opened ranks and were reviewed by the governor. Of course they attempted no more than a general outline of conformity to regulations—marching still by a flank during the passage, and nearly all saluting with the sabre as they passed the reviewing officer. The rising and departing generations of drummers were here brought into striking juxtaposition, as the ancient chief above described with his subordinates were preceded by the drum corps of the Invalides, consisting of the falsetto voiced archons who sing in the performance of military mass on Sundays. Approaching the gate, the boys wheeled out of column, the veterans struck into the cadence at the signal of the drum major's cane—and *exit* the Grand Army into the Paris mud, directing their march, let us hope, toward some well-spread board, where, over a generous glass, they might discuss old times, and, perhaps, "remember with advantages the deeds they did those days."

As the ancient files passed through the gate where I stood, a conceit or fancy entered my head, which on the chance of its being appreciated by some fellow admirer of Hawthorne, I am tempted to communicate. It was to march the entire detachment up into Dr. Heidegger's study, and serve out to each man a ration of three bumpers of that miraculous water from the Florida fountain, which rejuvenated the Widow Wycherly with her three ancient lovers. To see the bent figures straighten, the dark locks reappear, the wasted muscles swell into vigor until, for instance that tremulous and blue-eyed hussar in the rear rank should be eager to spring once more to his saddle and sit "demi-corpsed" with a steed, whose first curvet would now pitch the poor fellow headlong. Readers of *Twice-told Tales* will comprehend the fore-

going flight of imagination, and to others I hereby apologize for its introduction.

I have attended some interesting sessions of the *Corps Legislatif* lately, now occupied in the discussion of the army bill which, according to Jules Favre's expression, is about to "*encaserner la France*," or to transform the country into a vast barracks. War is in the air, though one cannot yet predict the quarter in which the storm will first break, and your correspondent may soon find topics of more stirring interest for his pen than the foregoing description of the soldiers of a past generation.

VOLUNTEER.

GRANT'S KNOWLEDGE OF MEN.

WHEN a courier brought to Napoleon, in Germany, the news of a defeat in Spain, through the blunders of one of his marshals, the great soldier threw the dispatch on the ground, impatiently exclaiming, "So it goes! I cannot be everywhere." The selection of proper subordinates is one of the highest proofs of executive ability, and one of the surest sources of administrative success.

Herein is shown the fact, the sagacity, we had almost said the intuition, of General Grant. He weighs men in an unerring balance. Subjected to his scrutiny, they fall into the precise niches they are adapted to fill. In selecting "the right man for the right place," his judgment is swift and sure. This rare faculty, quite as much as his prudence, self-reliance, and indomitable will, has been the cause of his military triumphs.

One of the most striking exhibitions of skill in the exercise of this faculty, was the manner in which he separated the incongruous elements, and fused into homogeneous masses the armies of Meade and Sherman in the early Spring of 1864. The wisdom wherewith he performed this difficult task, gave the finishing blow to the Rebellion. The strategy that held Lee in its grasp while Sherman went through the Confederacy and demonstrated its hollowness, seemed so obviously effective after it had succeeded, that we fail to attribute it to a high reach of military genius.

Profound as was this plan, it would have failed, as many others had failed, had not the instruments for its accomplishment been chosen and assorted with rare judgment. In the Winter of 1864, the Army of the Potomac was torn by factions. It contained the *debris* of a McClellan party, a Burnside party, and a Hooker party. The three Western armies, to be combined under Sherman, had in their ranks antagonisms that had sprung up under rival commanders. To sift and separate these incongruous elements, and, while throwing some of them wholly out of either Army, to unite the residue, by bringing together such as would happily fuse into two harmonious masses, was an arduous task.

But the work was done, and done so quickly and quietly that the public did not conjecture why, on the eve of the great campaigns of that year, this general was sent yonder, and that general brought hither; why this one was assigned to a distant field, and that one wholly relieved from duty; why infantry and cavalry and artillery were hurried by rail from the Potomac to the Tennessee, and their places made good by forces of like description brought from the Tennessee to the Potomac. How well this delicate duty was discharged by the reticent General-in-Chief, and how resistless was the march, and how complete the ultimate triumph of the combined operations of the two armies he had created anew, history has recorded.

More than one civil administration, whose chief had a wise head and a pure heart, has failed, because he did not also possess that intuitive knowledge of men that would have enabled him to judiciously select his subordinate officers. If the people should make up their minds to elect General Grant to the Presidency, they would need no assurance that, in whatever else he might be inferior to some of his predecessors, he would be equalled by few of them in ability to choose suitable agents for carrying forward, in all its departments, the business of his administration.—*New York Sun*.

BREVET Brigadier-General Julius Hayden, commanding the District of Alabama, on the 20th ultimo issued the following order:

The resignations of Dr. C. J. Kipp (late brevet lieutenant-colonel and surgeon U. S. Volunteers), surgeon-in-chief, and of O. D. Kinsman (late brevet lieutenant-colonel U. S. Volunteers), sub-assistant commissioner of the district, having been accepted, they are hereby relieved from duty and will turn over to their successors the records of their respective offices.

The commanding general cannot part with Colonels Kipp and Kinsman, without expressing his regrets at losing the services of two such valuable officers; who, during the past two and a half years, the period they have been on duty in this district, have performed the arduous duties assigned them with a zeal and fidelity seldom equalled, which, if carried into private business relations, must insure that success they both so eminently merit.

Brevet Major George Shorkley, captain Fifteenth Infantry, is hereby announced as acting assistant adjutant-general. Acting Assistant Surgeon A. J. Gray, U. S. A., is announced as temporary surgeon-in-chief.

A VERY beautiful monument has just been placed in Woodland Cemetery, Philadelphia, to the memory of General David Birney. The shaft is of Italian marble, twenty feet in height, and bears on the front of the base the name "Birney" in raised letters. The front of the die displays an American flag draping a shield and inscription, and over it the badge of the Tenth Corps. On the rear is a wreath of oak leaves, and on either side are stars and mottoes. The column bears a sword, sash and belt, excellently carved, and is surmounted by a vase of flowers. The finale represents a rising star. The monument was erected by the friends of the deceased general and members of his former corps.

FORREST AND FORT PILLOW.

WE give below an extract from advance sheets of the "Life of N. B. Forrest," the Confederate commander at the capture of Fort Pillow. The work is from the pen of General Jourdan, formerly chief of Longstreet's staff, and will shortly be published by Blelock & Co., of New York:

It was about nine o'clock as General Forrest reached the ground; and about the same hour Major Booth, the Federal commander, and his adjutant by his side, were killed. Losing no time, Forrest passed immediately to the front to reconnoitre, as was his wont, trusting that important duty to no other eyes than his own. And so thoroughly was this duty accomplished, that he had two horses killed and another wounded under him before he was satisfied, or saw enough of the ground to warrant him in forming a final plan of operations. It was thus he discovered the ravine, previously mentioned, leading up in near vicinity to the southern face of the fort, which, if seized, would afford complete immunity from the fire of the Federals, as they could not depress their small-arms or artillery so as to command it; while two ridges, from four to five hundred yards distant, eastward and north-eastward from the enemy's position, gave the Confederate sharpshooters excellent cover, from which they completely commanded the interior of the Federal works, and might effectually silence their fire.

Orders were therefore given immediately to "move up." Bell threw his brigade forward until he gained a position in which his men were well sheltered by the conformation of the ground. And at the same time McCulloch advanced and gallantly carried the intrenchments on the highest part of the ridge immediately in front of the south-eastern face of the work. The Federals fell back without further stand to their main work and the rifle-pit in its front, closely pressed by McCulloch, who seized and occupied the cluster of cabins on the southern face of the work, which, as we have said before, were about sixty yards from it, foiling an attempt on the part of the enemy to burn the buildings. He also carried and occupied the rifle-pits. The positions thus secured were fatal to the defense, for the Confederates were now so placed that artillery could not be brought to bear upon them with much effect, except at a mortal exposure of the gunners. Moreover, the line of the investment was now short and complete, extending from the river-bank south of the fort, to Coal creek on the north, so swollen at the moment by backwater as to be impassable, while rearward of the advanced line were numerous sharpshooters favorably posted on several commanding ridges ready to pick off any of the garrison showing their heads above, or indeed, any men moving about within the circuit of the parapets. Fully satisfied of his ability to carry the position without difficulty or delay, but desiring to avoid the loss of life that must occur in storming the works, Forrest determined to demand the surrender of the place. Accordingly, causing the signal for a cessation of hostilities to be given, he deputed Captain Walter A. Goodman, adjutant-general on the staff of General Chalmers, to bear a flag of truce with a formal demand in writing, couched substantially in these terms:

That, having the fort surrounded by a force sufficiently strong to take it by assault, wishing to avoid the unnecessary destruction of human life, he was prompted to make a demand for its surrender. That if this demand was acceded to, the gallantry of the defense which had already been made would entitle all its garrison to be treated as prisoners of war.

This was written and dispatched from a point on an eminence included in the old Confederate lines, from which Forrest commanded a full view of the interior of the Federal works, and of their whole defensive resources; but so close already were the Confederates, that their flag of truce was brought to a halt from the fort before it had advanced beyond the line held by the left of McCulloch's brigade, and the conference that followed actually took place just at the left of that line.

Booth, as we have seen, had been dead for several hours, and the command had fallen into the feeble hands of Major William F. Bradford, a West-Tennessean, and commander of the odious Thirteenth Tennessee battalion. Nevertheless, the answer received, after some delay, bore the name of Major L. F. Booth, and, in effect, required an hour for consultation with his officers and those of the gunboat, in regard to the demand for the surrender of his post and the vessel. This communication having been delivered to General Forrest, who had meantime established himself at a point in the valley about four hundred yards southward from the flag, he immediately replied, in writing, that he had not asked for, and did not expect, the surrender of the gunboat; but for that of the fort and garrison, and that he would give twenty minutes for a decision. Moreover, so great was the animosity existing between the Tennesseans of the two commands, he added, that he could not be responsible for the consequences if obliged to storm the place.

Pending the delivery and consideration of this communication, and during the period of the truce, the smoke of several steamers was discovered ascending the river; and speedily one, crowded with troops, and her lower guards filled with artillery, was distinctly seen approaching, near at hand, and manifestly bearing directly for the beleaguered fortress. Apprehensive that an attempt would be made to land reinforcements from these steamers, Forrest promptly dispatched his aide-de-camp, Captain Charles W. Anderson, with a squadron of McCulloch's brigade, down the ravine, through the "town," to occupy the old trenches constructed by the Confederates in 1862, under the bluff of the river, above the mouth of that ravine, and just below the southern face of the invested work. That able, zealous staff-officer, promptly moving his detachment in full view of the fort, swiftly took up the designated position, directly in sight also of the gunboat *New Era*. And the *Olive Branch* in her course soon came so near that by opening with a volley on the mass of men with whom she was laden, a heavy loss of life must have been inflicted; but Captain Anderson, limiting himself strictly to preventing

the landing of any reinforcements during the truce, caused two or three admonitory shots to be fired at the pilot-house, with the immediate effects of making her sheer off to the opposite shore, and pass on up the river.

Meanwhile, Forrest's second communication having been carried into the fort by one of the Federal officers, several of his comrades remaining with the flag, in conversation with the Confederates, expressed their belief that Forrest really was not present, and that his name was used as a mere ruse, such as had been practiced so successfully several weeks before at Union City. One of these officers having also professed to be acquainted with the Confederate general by sight, Captain Henderson immediately rode to where Forrest was—in the ravine southward of the fort—and informing him of this suspicion, suggested that the enemy might surrender the sooner if he were to go forward and satisfy them of his actual presence. He therefore rode to the spot where the flag stood, and was formally presented to Captain Young, Twenty-fourth Missouri Infantry, and the associate claiming to know the Confederate general, who quickly remarked that he had no longer any doubt. At the same time, too, the parapets of the fort were thronging with negro soldiers, intently watching the course of events, and some of them were heard also to say, it was useless to deny that General Forrest was before them, for they knew him "too well for that." And so close meanwhile were the Confederate lines, that the white men of both sides were bantering each other from their respective positions, while some of the negroes indulged in provoking, impudent jeers. About the same time, likewise, the steamer *Oliver Branch* reaching a point opposite the fort, appeared to be turning her bow toward the landing, a fact to which Captain Goodman called the attention of General Forrest, who quietly replied, "She won't land," and in a moment, in fact, she was seen to resume her course up the river. Some instants later the answer to the last demand was brought out from the fort and handed to Forrest by Captain Goodman. A most illegibly written with a pencil, on a soiled scrap of paper, transmitted without envelope, it ran as follows: "Your demand does not produce the desired effect." Reading it hastily, the Confederate general exclaimed, "This will not do. Send it back, and say to Major Booth"—whose name was attached—"that I must have an answer in plain English—yes or no!"

This answer, having been dispatched, by the advice of some of his officers, in view of the now menacing deportment of many of the negroes behind the parapets, Forrest returned to the position in the valley, some three hundred yards southward, though satisfied in his own mind that the fort would be surrendered. It was not long, however, before Captain Goodman came to him with the Federal answer—a brief but positive refusal to capitulate. As soon as he had read this communication, turning to his staff and some officers around him, Forrest ordered that his whole force should be put in readiness for an immediate and simultaneous assault. With a few energetic words, he also stimulated the State pride of the Missourians and Mississippians, Tennesseans and Texans of McCulloch's and Bell's Brigades to an emulous struggle for precedence in planting their battle-flags upon the parapets before them. These affairs arranged, the Confederate general, with a single bugler, rode to the commanding eminence, on the old Confederate lines—which we have previously described as giving him a complete view of the field of operations—from that point to give the signal for the assault.

At this time the main part of Bell's brigade present, with the Second Tennessee on the right, were in position within from thirty to one hundred feet of the ditch, on the eastern face of the work, and McCulloch's men occupied the cabins, as will be remembered, within sixty yards of the southern face, and the rifle-pits on their right. At the same time, the commanding ridges eastward and north-eastward of the work were studded with sharpshooters, and from one of which they completely enfiladed the southern face of the Federal works; that is, the face most strongly garnished with artillery.

On reaching the position we have mentioned, Forrest, scanning the field, and observing that all was ready, caused the signal to be given for the resumption of hostilities; and at the first blare of the bugle, the Confederate sharpshooters, at all points, opened a galling fire upon the hostile parapet, to which the garrison replied, for a few moments, with great spirit. But so deadly was the aim of the Confederates, from their enfilading positions, that their enemies could not rise high enough from their scanty cover to fire over at their foes, nor use their artillery on the southern face without being shot down. Consequently, there was practically little resistance, when, a few moments later, the bugle still sounding the charge, the main Confederate force, as with a single impulse, surged onward, like a tawny wave, and crowning the parapet, poured over, on all sides, into the work. Leaping headlong into the ditch, these agile, hardy young men found it a feeble barrier, and helping each other, they clambered nimbly, and swiftly, and simultaneously over the breastworks beyond, opening from its crest a fearful, converging fire, from all its faces, upon the garrison within.

In anticipation of this contingency, Major Bradford, it appears, had arranged with the captain of the gunboat that, if beaten at the breastworks, the garrison would drop down under the bank, and the gunboat would come to their succor, and shelter them with its canister. The pre-arranged signal was now given, and the garrison, en masse, white and black, for the most part with arms in their hands, broke for the place of refuge and naval aid there expected, leaving the Federal flag still aloft, on its staff, and turning repeatedly, as they sped down the precipitous bank, to return the fire opened upon them. The gunboat, however, was recreant at this critical moment, and failed to give the least assistance. And no timely shower of canister came from its ports to drive back the Confederates, who swiftly and hotly followed after the escaping negroes and Tennesseans. The naval commander, evidently, was more anxious for the safety of his craft and its crew, than willing to endanger either by endeavoring to do what it had been distinctly pre-

concerted that he should, in the emergency; and so he kept his vessel aloof, at a safe distance both from the captured guns of the fort and from any effort to capture it.

While these events were passing, the troops stationed to watch the steamers poured a volley into the left flank of the retreating Federals, killing and wounding a good many. Finding that the succor which they had been promised from the gunboat was not rendered, nor at hand, they were greatly bewildered. Many threw themselves into the river and were drowned in their mad attempt to swim away from the direful danger they apprehended; a number turning in the direction of Coal Creek, dashed as wildly into that stream and perished; others sought to escape along the river bank southward, and, persisting in their efforts to get away, were shot or driven back.

It should be remembered that the entrance of the Confederates into the work had been achieved by an impetuous rush over the parapet by each individual, and therefore, for some moments afterward, there was necessarily a general confusion and tumult, in fact, a dissolution of all organizations. Accordingly, as always happens in places taken by storm, unquestionably some whites, as well as negroes, who had thrown down their arms, and besought quarter, were shot under that *insania belli* which invariably rages on such occasions. Nor must it be forgotten that there was no surrender of the place at all. When the Confederates swarmed over the trenches that had been held defiantly for some eight hours in the face of numbers so manifestly superior, the garrison did not yield; did not lay down their arms, nor draw down their flag; but with a lamentable fatuity, [the mass of them, with arms still in their hands, fled toward another position in which they were promised relief, and while on the way thither, returned the fire of their pursuers, it is true, not as a mass, but in instances so numerous as to render inevitable a fire upon their whole body, even had it not been the necessary consequence of their efforts to escape capture, whether with arms in their hands or not.

In the meantime, or as soon as he could reach the scene, Forrest, riding into the work, assisted by Captain John Overton, lowered the flag; and immediately both he, General Chalmers, and other officers interfered so energetically to stop the firing that it ceased speedily; ceased within fifteen minutes from the time that the signal for the termination of the truce was given, and all allegations to the country are mere malicious inventions, started, nurtured, and accredited at a time, and through a sentiment of strong sectional animosity. The first order, indeed, now issued by General Forrest, was to collect and secure the prisoners from possible injury, while details were made from them for the burial of the Federal dead. Among the prisoners taken unhurt, was Major Bradford, the commanding officer of the post since nine in the morning, and at his special request, General Forrest ordered the Federal dead to be buried in the trenches of the work, the officers to be interred separately from their men. Bradford was then temporarily paroled, to supervise the burial of his brother, Captain Bradford, after which, under a pledge not to attempt to escape, he was placed for the night in the custody of Colonel McCulloch, who gave him a bed in his own quarters, and shared with him his supper. This pledge Major Bradford violated; taking advantage of the darkness and his knowledge of the location, when his host was asleep, he effected his escape through the careless line of sentinels, and, in disguise, sought to reach Memphis.

RELATIVE EFFICIENCY OF IRON AND CAST-STEEL BOILERS.

AN important series of experiments, to ascertain the comparative evaporating power of iron and steel boilers, was lately made by G. Stuckenholtz at the rolling mills of Messrs. Funke & Eibers, of Hagen, Prussia. Two boilers were each five feet in diameter and 34 feet long—constructed to stand five atmospheres "over" pressure. One was made of wrought iron, and the other of soft cast-steel. The thickness of the sides in the cylindrical portions of the iron boiler was 0.50 of an inch, and of the cast steel boiler 0.33 of an inch. Each boiler had a heating surface of 293 square feet, and 12 square feet of grate surface. Both were new, and had never been before heated. They were set alike in brick work, one above the other, but entirely separated by masonry; the gaseous products of combustion passed through a single flue underneath each boiler, and passed directly into the same chimney. At first both boilers were filled, and fires were kept under them for several days, in order to dry the brickwork, after which the fires were extinguished, and the boilers emptied and cleaned. Each boiler then received exactly 712 cubic feet of feed-water at 35 degrees C. temperature; the man-holes were closed, and the water was heated to the boiling point; again the fires were put out, and all the ashes and coals taken away. From this point the boilers were fired afresh, and fed with weighed fuel; the man-holes, hitherto kept closed, were now opened to allow the steam to escape, and the firing was so well regulated, by means of dampers, that the velocity of the escaping steam—measured by List's velocimeter—was the same in each boiler. The temperature of the gases from the fire was measured at a point six feet from the rear end of each boiler, by Gauntlett's pyrometer, and found to vary from 340 degrees to 380 degrees C.

After consuming on each grate 3,150 pounds of coal of the same quality, the cinders of which were burned over and over again, the fires were put out and the man-holes closed. On the following day the remaining water of the boilers, showing a temperature of 35 degrees C., was let out through the emptying tube, situated at the lowest part of the boiler, and measured by means of a hydrometer adapted to the tube. The iron boiler showed 387 cubic feet, and the steel boiler 331 cubic feet of the remaining feed-water. Therefore the water evaporated in the iron boiler was 712—387.325 cubic feet, or 2,065 pounds; and that evaporated in the steel boiler was 712—331.381 cubic feet, or 23,523 pounds. Hence, the evaporating capacity was proved to be 17.20 per cent. in favor of the steel boiler. One pound of coal

evaporated in the iron boiler 6,350 pounds of water, and in the steel boiler 7,467 pounds of water at 100 degrees C.

At the next trial the whole operation was performed in the same manner, only the velocity of the escaping steam was less. It resulted in showing 19.63 per cent. in favor of the steel boiler. One pound of coal evaporated in the iron boiler 5,809 pounds, and in the steel boiler 7,008 pounds of water.

These two experiments were verified in the following manner: To an equal quantity of feed water in each boiler an equal volume of a strong solution of salt was added. After stirring the water for some time, by means of long poles, and boiling it with closed man-holes, samples were taken out for analysis. On completing this experiment in which equal quantities of fuel and water were used further samples were taken out. The analysis of the samples by Dr. List, of Hagen, showed that in the iron boiler one quart of water contained before evaporation 4,627 grammes of chloride of sodium and after 5,985; in the steel boiler one quart contained 4,371 grammes before, 7,385 of salt after, evaporation; the iron boiler lost 33.76 quarts, and the steel boiler 40.31 quarts, of water, showing 20.85 per cent. in favor of the latter. The average percentage of these three experiments is 19.24 per cent. in favor of the steel boiler, which, it will be noted, had a shell 33 per cent. thinner than that of the wrought-iron boiler.—*Exchange.*

VARIOUS NAVAL MATTERS.

THE Editor would be pleased to receive for this Department of the JOURNAL all facts of interest to the Navy, especially such as relate to the movements of officers or vessels.

THE bounty for the destruction of the *Nashville* is now payable to the officers and men of the U. S. S. *Montauk*, *Wissahickon*, *Seneca* or *Darien*, by the Fourth Auditor of the Treasury.

CAPTAIN John H. Higbee, U. S. Marine Corps, has been relieved from duty in charge of the marine recruiting rendezvous in New York City, and ordered to report to Major T. Y. Field, commanding marines at Portsmouth, N. H.

NAVY-YARD, PORTSMOUTH, N. H.—The *Contoocook* will be ready for her officers on the 1st of February. Naval Constructor Isaiah Hanson is expected to report for duty February 1st. A naval General Court-Martial, of which Captain John Guest, U. S. Navy, is president, convened at 12 o'clock m. on January 30th for the trial of such persons as may be brought before it. Chief Engineer D. B. Macomb has reported for duty on this station. Work on the *Albama* is still progressing.

THE U. S. steamer *De Soto*, having finished her repairs at the Gosport Navy-yard, arrived at Hampton Roads on the 27th January, and will await the arrival of Rear-Admiral H. K. Hoff, who has been ordered to command the North Atlantic Squadron. The gunboat *Penobscot* is also in the Roads, and will sail in a few days for Aspinwall. The following is a list of the officers of the *De Soto*: Commodore C. S. Boggs, temporarily in command of the squadron; lieutenant-commanders, Alfred Hopkins and G. W. Sumner; lieutenants, P. T. Harrington and D. Mullan; ensigns, T. A. Lyons and D. N. Bell; surgeon, John J. Gibson; passed assistant surgeon, J. B. Parker; paymaster, Frank Clarke; chief engineer, Mortimer Kellogg; lieutenant Marines, H. R. Bigelow; second assistant engineers, W. Munroe, W. Wells, W. Nicoll and T. B. Allen; third assistant engineers, F. Ashton, A. Dempster and C. G. B. Dudley; midshipmen, B. S. Richards, L. V. Housel, A. B. Carter, J. N. Hemphill and E. Woodman; commissary's clerk, J. D. Boggs; paymaster's clerk, Dennis Brennan.

THE Navy Register for 1868, is just out. There are now on the active list of the Navy: 1 admiral, 1 vice admiral, 9 rear-admirals, 24 commodores, 49 captains, 90 commanders, 136 lieutenant-commanders, 45 lieutenants, 29 masters, 52 ensigns, 157 midshipmen, 80 surgeons, 40 passed assistant surgeons, 28 assistant surgeons, 80 paymasters, 39 passed assistant paymasters, 26 assistant paymasters, 50 chief engineers, 88 first assistant engineers, 131 second assistant engineers, 24 third assistant engineers, 18 chaplains, 11 professors of mathematics. Since the register of 1867, thirty-nine vessels have been sold and one wrecked—the *Sacramento*. The iron-clads are laid up as follows: At League Island, 21; at New Orleans, 8; at Mound City, 7; at Washington, 5; at Boston, 4; at San Francisco, 2; at New York, 3; at Portsmouth, 1; at Philadelphia, 1; at the Naval Academy, Annapolis, 1. There have been, during the past year, eighty-seven resignations, including three lieutenant-commanders and forty-nine midshipmen. Thirty-nine deaths have occurred. There were five deaths in the marine corps of officers and seventeen dismissals of officers in the Regular Navy since June, 1867.

A NEW YORK daily paper publishes the following account of the recent collision at the New York Navy-yard: While the *Minnesota* was approaching the Navy-yard at a low rate of speed, her commander received orders to land the powder before coming alongside the dock. Putting his helm hard a starboard and ringing to "stop her," the vessel swung round until her head was in the direction of the receiving ship *Vermont*. The commander then rang the bell to "back her," but to his astonishment he found the frigate forging ahead. The first lieutenant then sung out down the hatch to "back her hard;" that the ship was "going ahead instead of astern." The engineer replied with great coolness, "She is backing hard, sir." But the noble and ponderous mass was gathering fresh headway all the time. Orders were frequently given from the quarter deck to "back her hard," and responded to from the engine room, "she is backing hard, sir." The Commodore, seeing that the repeated order to "back her" only seemed to make her go ahead the faster, remarked to the engineer, "then, if

this be backing, go ahead, sir." The words were scarcely out of his mouth when the frigate ran violently into the *Vermont*, carrying away that ship's stern boat davits, ripping up her stern gallery, parting her immense stern fasts and doing other damage, while the frigate's port catheads were torn off, the spritsail yard broken, and the bow anchor, weighing eight thousand pounds, destroyed. Under somewhat varying circumstances the vessel herself might have been destroyed, simply because the engineer "thought the engines were working aback," while they were working ahead at full speed.

The Navy Department has received dispatches from Rear-Admiral Bell, dated Nagasaki, Japan, October 31st, giving the monthly report of the employment and distribution of the vessels belonging to the Asiatic squadron for the month of October, as follows: The *Hartford* sailed from Hong Kong October 10th, and arrived at Nagasaki on October 19th. The *Shenandoah* was at Yokohama. The *Ashuelot* was undergoing repairs at the docks of Shanghai, and as soon as they are completed she will sail to the north of China, to communicate with the United States minister. The *Monocacy* is undergoing repairs at Whampoa, and as soon as completed she was to visit the treaty ports on the Yang-tse river. The *Unadilla* is stationed at Hong Kong and adjacent waters. The *Aroostook* is stationed on the coast between Hong Kong and Amoy. The storeship *Supply* is at Hong Kong. No information had been received of the *Iroquois*, *Onesida*, *Penobscot* or *Onward*, except that the latter had passed Tangier on the 21st of September. The health of the squadron still continued remarkably good, and no deaths are reported during the month. Later dispatches from Admiral Bell, dated November 20th, announce the arrival of the *Onward* at Nagasaki on the 12th of November, one hundred and forty-seven days from New York, and the arrival of the *Iroquois* at Hong Kong on November 2d.

The following dispatch was received at the Navy Department on Jan. 28th, from Admiral Farragut, dated U. S. Flag Ship *Franklin*, off Toulon, France, Jan. 7, 1868: "In my dispatch No. 58, dated Port Mahon, I had the honor to report my arrival there with the *Frolic* on the 19th ultimo. We obtained *pratique* and exchanged salutes and other courtesies with the authorities. During my stay at Port Mahon, nothing of official interest took place. I availed myself of the opportunity of visiting different parts of the Island, particularly Ciudadela, to which place, with many of my officers, I had been invited by the Alcalde and Ayuntamiento, and other distinguished citizens. On my visit I was officially received in each village through which we passed, and four miles out of Ciudadela was received by a deputation of the authorities and citizens, cordially welcomed, and by them escorted in procession to that city, where we were most enthusiastically greeted, and during our stay of two days were hospitably and sumptuously entertained. I was accompanied on this visit by our consul, Mr. Robinson, who has been unremitting in his attentions during our stay in Port Mahon. On the morning of the 5th inst., accompanied by the *Frolic*, I left Port Mahon and anchored in the harbor of Toulon last evening."

THE Washington correspondent of the *Baltimore Sun* says:

The Naval Committee of the House of Representatives has recently done but little business other than to investigate the case of Admiral Goldsborough. This case is particularly interesting to naval officers. It is known that a law relating to the Navy requires that after a certain period of service, officers of that branch of service are placed upon the retired list. Admiral Goldsborough has been borne upon the rolls since he was twelve years of age, and, counting from that period, the time for his service on the active list had expired, and consequently, the Secretary of the Navy some time ago ordered his name to be placed on the retired list. But it seems there is another law, which prescribes that the period of active service shall count, not from the time an officer's name has been borne upon the rolls, but from the time that he reaches the age of sixteen years, and in Admiral Goldsborough's case, a count from that date would leave him some time to run before the transfer should be made from the active to the retired list. Admiral Goldsborough, desiring to remain in active connection, therefore appealed from the decision of the Secretary of the Navy to the Cabinet, and the latter reversed the decision of the former, and the admiral remained upon the active list. There were officers, however, desiring to move forward in the scale, and Admiral Goldsborough stood in the way of their advancement on the active list. They, therefore, brought the matter to the attention of Congress, and Mr. Schenck introduced a bill to put the officer in question on the retired list, and to affirm the first action of the Secretary of the Navy. It is this bill that the Naval Committee has had under consideration, and upon it they have already examined a large number of witnesses in and out of the Navy.

THE London *Spectator* says: M. Maurice Block, a sound French statist, gives the following as the real numbers of the armies maintained by the great military monarchies. The North Germans have 421,528 active soldiers, 298,113 reserves, and 95,000 reserves of the second ban. Austria has under her new organization 540,000 men, of whom 240,000 are Hungarians, and no effective reserves. Russia has, possibly, 800,000 men, but service being for twenty-two years, that is, it is said, perpetual—she has no reserves of drilled men at all. Italy has 396,000 effectives and 173,250 drilled reserves. The present French army, therefore, which comprises 400,000 effectives and 200,030 reserves, is almost as strong as any other; and the new army, which will comprise 400,000 effectives, 400,000 reserves, and 400,000 militia fit for garrison duty, will be the strongest of all. It will be noted beside that in Prussia the whole population, and in France five-eighths of all able-bodied men, have passed through the military mill. These statements are in answer to some extraordinary figures quoted by M.

Rouher, who simply gave the paper "army" of each State as an effective force. It may be worth remembering that the highest number of able-bodied soldiers between twenty and forty which any State can possibly yield is ten per cent. on its total census. No such number has, we believe, ever been yielded, the very largest, the final levy of the Convention, being barely five per cent.

SOME highly interesting experiments, for the purpose of ascertaining the velocity of musket and cannon balls, are being conducted in the Springfield (Mass.) Armory workshops, by Captain Stockton and Lieutenant MacLay, of the Ordnance Corps. Two newly-invented machines are used in these experiments, the "electro-ballistic pendulum," which is the invention of Colonel Benton, the commandant at the Armory, and "Schultz's chronoscope," a machine invented and constructed in Europe. The former is much the simpler of the two, and, doubtless, these experiments will prove it to be more reliable. Targets are placed at measured distances apart, and connected by electric wires with the machines. In passing from one target to another the ball ruptures the electric current and records its velocity. It is ascertained by these experiments that the ordinary rifle ball of the Springfield musket, with a regulation quantity of powder, passes over one hundred feet directly from the muzzle of the piece in about the fifteenth part of a second.

CORRESPONDENCE.

THE QUINNEBAUG.

To the Editor of the Army and Navy Journal.

SIR: I desire to call your attention to the statement, that the *Quinnebaug*, the machinery of which was built in England, from the designs of the contractor, is in no sense a competing vessel with the *Suwarata*, the machinery of which was constructed at the Washington Navy-yard from the designs of Mr. Isherwood.

The hulls of the two vessels are duplicates, made so by the order of the Navy Department, and not at the suggestion of any Bureau, for the purpose of ascertaining whether the twin screw machinery of the English builder could give more speed than the single-screw machinery of the Bureau of Steam Engineering.

Exactly the same space was allotted in both vessels for the machinery, and in that space the two designers were left at liberty to produce their best results.

Mr. Isherwood adopted small cylinders, large boilers, and no independent cut-off. His competitor adopted enormously larger cylinders, smaller boilers, and an independent cut-off; cutting off at one-fourth of the stroke of the piston. Mr. Isherwood cutting off at six-tenths of the stroke, by lap on the slide valve.

It is difficult to understand how a competition between two systems of machinery could be fairer or more proper. And, in addition, the English builder was notified of the dimensions of Mr. Isherwood's boiler; while so far was Mr. Isherwood from knowing the dimensions of his competitor's, that the boiler of the *Suwarata* was made before the order to the English builder was given; your assertion to the contrary notwithstanding.

The result is perfectly well known. On the trials of the two vessels in smooth water, between measured distances, the *Suwarata* made twelve knots per hour and the *Quinnebaug* seven knots. Of the competing machinery of many vessels tried against that of the Bureau of Steam Engineering, from the *Algonquin* and *Idaho* of Dickerson, the *Saco* of Corlies, and the *Madawaska* of Ericsson to the *Chattanooga* of Merrick & Sons, in every case, the machinery of the Bureau, with the same proportions of boiler grate surface to hull, has given much higher speed.

Our correspondent says, that this so-called competition was "for the purpose of ascertaining whether the twin screw machinery of the English builder could give more speed than the single screw machinery of the Bureau of Steam Engineering." Such a comparison as this, could not of course be made between the Bureau's machinery and that of the English builder (speed being the standard of comparison), unless the propellers in each vessel were of exactly the same efficiency—and as this essential condition did not obtain in this case, using the speed of the vessels as the test, is neither fair nor proper. Our correspondent says "the English builder was notified of the dimensions of Mr. Isherwood's boiler;" from this it would seem that the English builder was not furnished with the general plans of Mr. Isherwood's machinery, its weight, etc., and told that he could equal it in point of weight, etc., and if he was not so informed and allowed to do this, how could there have been any such thing as a fair competition? In short, the position sought to be established by the Bureau, is, that two vessels were built precisely alike, that a first-class English builder was invited to supply the steam machinery for one of them, to be placed in competition with steam machinery planned by the Steam Bureau for the other; and that this having been done the celebrated English builder's machinery only gave the vessel seven knots, while the duplicate vessel with the Bureau's machinery went no less than twelve knots. Or, in other words, that the Bureau excelled the English engineer in the proportion of 1,728 (the cube of twelve knots), to 343 (the cube of seven knots); that is, that Mr. Isherwood's machinery developed over five fold more power than that of his competitor, both being bound by the same condition! This simple statement is quite sufficient to show that the engines were not fairly matched. We ought to have, for a correct judgment, the true dimensions and weights of the entire

steam machinery of both vessels, as well as the actual facts of their performance. With regard to the other trials, alluded to by our correspondent, we shall endeavor to place facts in relation to them before our readers at an early day.—[ED].

THE UNIFORM HAT.

To the Editor of the Army and Navy Journal.

SIR: I would suggest to the Board appointed to revise the present Army Regulations, the propriety of making some change in the uniform hat for officers. The hat now in use is an unsightly abortion, uncomfortable and inelegant. To wear it during a tour of duty of twenty-four hours is as great a trial of one's power of endurance as carrying a forty-pound knapsack on a twenty-mile march.

Upon those who are unfortunate enough to measure their height well down in the fives, or their circumference well up in the fours, the effect of one of these "things" is quite overpowering. I have in my mind, a friend who comes under the latter class, a worthy son of Mars, and a good-looking soldier, withal, when in undress. Yet, to see him "tricked out per regulation," with his noble visage surmounted by one of these abominable contrivances is truly a pitiable sight, and one sufficient to bring tears to the eyes of every sympathetic spectator of our dress parades.

For my own part, I never go out for parade on a windy morning without being reduced to the necessity of setting this *sombrero feo* well down over the ears, a proceeding hardly calculated to add to one's soldierly appearance; or on the other hand, to stand trembling during the whole ceremony, lest some treacherous gust of air shall send the wondrous work of art spinning across the parade to the intense disgust of the wearer, who, if he did not violate the third commandment, would be almost a saint.

A desire for some change in our "head gear" has been expressed by very many officers of the Army. Something like the *chapeaux* worn by naval officers would be preferable, as would almost anything, to the present one.

NICODEMUS.

THE WAMPANOAG.

To the Editor of the Army and Navy Journal.

SIR: The repairs and alterations to the cog-wheel engines of the *Wampanoag*, made necessary by the late brief trial trip, are being pushed rapidly forward, days, nights and Sundays. The unrivalled facilities of the New York Navy-yard machine shops will enable these repairs to be completed with the greatest possible dispatch.

As this machinery was built from the drawings of the Steam Bureau, the Government is solely responsible for their performance, except so far as regards excellence of materials and workmanship; and as they were built by the Novelty Iron Works, there would seem to be no doubt on this score. This view would seem to be sustained by the fact that the Government shops are doing the repairs, which otherwise would fall upon the contractor. Before these engines have passed through the same severe ordeal which the machinery of her competitor, the *Madawaska*, passed through, it seems probable that the ship bill will be a pretty heavy item. It is not likely, however, that they will be subjected to such a test; if they are, they will be the first pair of the bureau's engines that have been so severely tested.

SMITH.

AS MANY PLAIN ANSWERS.

To the Editor of the Army and Navy Journal.

SIR: I send you the following answers to "Ferrum's," "Few plain questions."

First, A "Board of Survey" (meaning thereby a board of officers to supervise the affairs of the Navy) properly "constituted," will, it is believed, improve upon the combined or individual action of those who act as heads of bureaus, and advisers of the Secretary of the Navy, inasmuch as they will bring to bear upon all affairs quite as much interest in the Navy, as an entirety, as any of those advisers. They will have all the knowledge of those advisers themselves, and as much more as they choose to call from the entire Navy and the whole country, and they will have no bureau hobbies to ride. They will act as referees, and will see the faults of each bureau with as much clearness as the bureaus will see each others but not their own, and will have the power and the will to produce the combined action, which is by no means an axiom. They will bring to the constructor knowledge he cannot possess, and in a way he cannot disregard. To the engineer the same. To the paymaster the same. To the ordnance officer the same—and when a successful type of ship is built there will be a power to duplicate it—and that they will do their best is insured by the fact that there will be no fender of responsibility for them. The credit for success or the odium of failure will be theirs also. If, on last resort, the Secretary decides against their recommendations, then only will responsibility be lifted from them, and then it will rest all the heavier on him.

Second, There is every probability that if composed, as proposed, of line officers only, it will subserve the interests of the Navy on every decision. For the line officers are the only ones who are *all Navy*—who love no other profession—and to whom, therefore, the Navy is the only interest possible.

The line officers who will be placed on it will be those whose experience and general intelligence, judgment and discretion are more than sufficient, as has been abundantly proved in the case of the *Monitor* and *Ironsides*; to decide every question which can arise—and the line officers who are to use the vessels as workman's tools will take care that they have the best.

Third, If it were proposed to buy, build, sell, etc., marine steam machinery, line officers, and not engineers, should be placed on the board by all manner of means. For if either line officers or engineers must be so placed, that engineers should not, vide the last six year's failures, for reasons enough to fill a ship.

Fourth, It is supposed that a board of the three ablest

line officers could better preside over engineering than that the three most competent engineers could over line affairs.

For the line officers do know their own business and a little engineering. The engineers have abundantly proved that they don't know their own business; and they won't do to go a "lineing" outside of it, at any rate till they know enough to "line up" inside of it.

Experts called on for an opinion are deprived of a vote for the same reason that witnesses are not put on a jury.

Sixth, It is not known that the survey bill is directed particularly against the mismanagement of the Bureau of Steam Engineering or any other bureau. If it was, the fact that one bureau could be mismanaged is reason enough to take care that in future neither it nor others shall be; and the advocates of the bill probably say nothing regarding the other bureaus, because the mismanagement of the Steam Bureau has been so stupendous, that to refer to that of any other while that remains uncorrected, would be like a man complaining of a scratch on his finger while he was bleeding to death from having his throat cut.

Seventh, While it is said to be the case that there has been and is a "steam ring" to such an extent that every engineer is made to contribute to a fund therein from his pay to push forward anti-line measures and engineering advancement as opposed to the line, it would not be in the power of line officers to constitute a line ring, in the sense in which it is used; for they cannot conspire against themselves, and to conspire against the true interests of any branch of the Navy, is to conspire against the line which is and must be the Navy now and forever.

There is a difference in the nature of the two classes which has rendered the first probable already, and, unfortunately, does render the latter impossible, or it would have been formed long ago to break up the former.

Eighth and Ninth, Because then the board would simply constitute another set of bureaus, and not a supervision of them.

Tenth, Who are the advocates of the board who do not place it on its own merits, and clamor against the particular class of officers referred to? None.

The issue was first taken by the engineer corps itself, and if the bill has been made to appear antagonistic to that corps, it is only because that corps assumed the offensive.

The share which the corps took in the dangers and privations of the war are not at issue, and no line officer will be found to deny them their just dues.

When the class of that corps who deserve the largest meed of praise are selected for its bestowal, they will not be from among those whose antagonism to the line was such as to engage their attention beyond their legitimate duties, or to induce them to lay down a rule, which the writer has heard an officer speak of, who is perfectly reliable, as coming from an engineer, viz: That constant antagonism to the line was one of the first essentials to a good engineer, or at least to his passing a good examination.

The questions of Ferrum will never be satisfactorily answered in his mind, because satisfactory answers or correct ones will always be to him virulent antagonism toward the engineer corps, even though they do not emanate, as this does not, from one who is necessarily an advocate of the board.

No one will differ with him on the subject of bravery or magnanimity; or that it will prove of any assistance to accept conditions which may result in a virtual reduction of the engineer corps; or that we are as far advanced in the nineteenth century as Ferrum asserts. But there may be those who will think, after reading the various articles which so evidently emanate from the corps, that, perhaps, there could be no better evidence that a Board of Survey was necessary for its particular reformation than their extreme objection to it.

Let the galled jade wince; our withers are unwrung.

In conclusion, Mr. Editor, I deprecate this sort of controversy, for it produces much harm and but little good. But once started, there is no hold up. So if Ferrum does not consider this satisfactory, let us hear from him again, and we will strike while he (it) is hot.

MARTELLLO.

SUNDAY IN THE ARMY.

To the Editor of the Army and Navy Journal.

SIR: I am happy to see that my communication on Sunday in the Army, has called into use the pens of others, yet, while, in the main, I endorse most heartily the views of *Linea*, I must say that his idea of forcing men to attend church service, does not coincide with my feelings. The days of compulsion, in matters of religious belief and observance, have passed away in Protestant countries, and we should not make the Army an exception. Now, it is in the power of the Sabbath-breaking superior to prevent us from the proper observance of that holy day, then, it would be placing him under the same bonds, by forcing him to attend a service for which he cared nothing, and I do not think any compulsory attendance on any religious service ever was productive of good results. For the sake of morality and virtue, compel an observance of the day, by abstaining from all secular duty, as far as it can be done, encourage all officers and enlisted men, to attend divine service, and leave the rest to him who has said, "Remember the Sabbath day to keep it holy." Precept and example will do much for any cause, but precept without example is not worth much. This can be proven in other things as well as in the observance of the Sabbath. If the officer drinks or gambles, his men will do the same, and if he makes the Sabbath a day of riot and debauchery, he cannot expect his men to do any better.

In conclusion, allow me to make a suggestion. Let those of us who would "remember the Sabbath day," make an effort to have something done by Congress in our behalf, so that we may not be obliged to abandon the service we love, or else violate the dictates of our consciences, and the laws of the Most High every Sabbath day. Chaplains should pay especial attention to this, and if some organized efforts are put forth in their direction, much may be accomplished.

SABBATARIAN.

COLORADO, January 7, 1867.

AN ANSWER TO A FEW PLAIN QUESTIONS.

To the Editor of the Army and Navy Journal.

SIR: In the JOURNAL of the 25th inst. appeared an article, signed "Ferrum," propounding to the advocates of the Board of Survey "a few plain questions."

Now, after wading through Thor's sweet nothings, poetical digressions and glittering generalities, it is very refreshing to find these few questions put in a plain, practical way.

Though I cannot claim to speak with authority as to the views of the honorable senator who introduced the bill for the Board of Survey, yet I do claim to be a humble and earnest advocate of what I consider the wisest measure for the good of the Navy and the country that has seen the light these many years. I therefore propose to answer "Ferrum's" questions as plainly as he has propounded them.

First, In what particular can a Board of Survey, however constituted, improve upon the combined or individual action of eight officers, chosen as representative men from their respective branches, to act as heads of bureaus and advisers of the Secretary of the Navy?

Ans. first, So long as the life estate principle obtains in the appointment of bureau chiefs, it is difficult to see how they can be termed "representative men" in any sense. I therefore emphatically deny that some of them are.

Second, The Board of Survey as a homogeneous body, composed of men of great military and executive experience, will have the very manifest advantage of acting as a unit in all matters requiring a sound professional opinion, as well as in all matters relating to the government and welfare of the Navy. The individual experience of its members will be a guarantee for improvement in both *personnel* and *materiel* of the service; and as, moreover, the act creating the board does not admit of the "life estate" principle being carried out, its members will have no personal ends to serve.

The board can, therefore, give intelligent and honest professional advice to the Secretary in all matters pertaining to the management of the various bureaus, aiding him in matters which, as a civilian, he cannot possibly be expected to know much about.

The board can give an *unbiased* opinion; it can reconcile the plans and views of the bureau officers when they conflict, as they frequently do; it can act as the executive of the secretary, who has had no professional executive since Mr. Fox (an ex-lieutenant of limited naval experience) left the Department; and it can exercise a sort of control over the National Treasury, in that it will prevent any unwise or reckless contracts being entered into on the part of bureau officers.

It can cull from the annual reports of the bureau chiefs (which, under the present system, command but little attention) such suggestions as it may think good for the interests of the Navy, and by its influence, personal and professional, arising out of brilliant war service in defence of the Nation, follow up such suggestions to a successful conclusion. In fine, it can act as a safety-valve to the bureau boiler, and as Congress does not propose to load the bar with the great weight of an Isherwood there need be no fear by timid people as to an explosion.

Second, If a Board of Survey is necessary, is there any probability that, if composed of line officers only, it can, of its own judgment and discretion, subvert the interest of the Navy in any decision it might be called on to make, except it relate to seamanship, gunnery, navigation, or whatever pertains to their legitimate profession?

Ans. second, Most decidedly, yes. The line officers of the Navy are the men who are alone clothed by law with military power; they are the men who command our ships and lead our fleets to battle; they are the men solely responsible for the results of naval actions affecting the honor of the flag and nation.

It is obvious, then, regarding the matter from either a military or civil standpoint, that their voice should be potential in all matters relating to the welfare of the naval establishment.

Moreover the attainments of a line officer in this age of progress are not confined to seamanship or navigation, naval tactics or gunnery. They are also familiar with the principles of naval construction and steam engineering, as well as international and maritime law. Their requirements are varied, and extend over a wide range; and the feeling is spread abroad among them that, in this educational age, their standard of attainment should be still more elevated; their motto, "Onward and upward." A board of line officers, then, is eminently able to judge of the results achieved or to be achieved both by ships and steam machinery.

One may judge of art or music, though neither artist or composer. In the same way a line officer, though neither ship or engine builder, is perfectly well able to judge of the adaptation of ships and engines to the purposes of war, since it devolves on him to handle and fight them. Would "Ferrum" deny, for instance, that a ship owner is not a better judge of the ship he needs than is the ship builder he employs? The object of a navy being to protect the maritime interests of the nation that maintains it, and to fight the battles of that nation when called upon, the military element is, therefore, in all navies, the *controlling* power—the power to judge of the adaptation of means to end.

Third, If it were proposed to build, purchase, buy, sell, repair, or otherwise deal with marine steam machinery for the Navy, and it were thought best to place the same in the hands of a Board of Survey, would it be best to appoint engineers or line officers to such board?

Ans. third, This question dodges the issue. The bill before Congress does not deprive the Steam Bureau, or any other bureau, of the power of preparing plans or drawing up forms of contract, etc.; but it requires (and here is the "sticking point" for the advocates of the Steam Bureau, as now conducted) that, before entering into any contract, all such shall be rigidly overhauled and scrutinized by the board. The board is clothed with power to call in experts from civil life, and the power of bureau chiefs to sit in judgment on their own contracts and proposals is thus taken from them. (Does any sane man wonder at the opposition to the bill?)

From the mass of evidence *pro* and *con*, an intelligent and honest opinion can be framed for the guidance of

the secretary. True, we should have no more *Juniatas*, *Guerrieres* or *Wampanoags*—but would the nation be any the worse for that?

Fourth, Is it to be supposed that a board composed of the three ablest line officers in the service could better direct the engineering branch, than that the three most competent engineers could preside over the affairs of the line?

Ans. fourth, As the Steam Bureau is now, and has, for some years, been conducted, I should say, most decidedly, yes. Line officers as a body are not ignorant of the subject of steam or steam engines, though it may suit the purposes of certain parties to represent them as being so. There is not a line officer in the Navy that could not have advised Mr. Isherwood as to the folly of revamping the exploded device of "geared" engines, when the soundest English and French engineers had discarded the whole subject long before. One of the best elementary works on the steam engine ever written was written by a line officer, the late lamented Captain Ward—and his book will bear most favorable comparison with Mr. Isherwood's huge and absurd volume of "Precedents," in which the *Bee*, an immense craft of thirty-three tons displacement, is gravely set down by Mr. Isherwood as "one of the principal steamers in the British navy." Alas for the gullibility or subserviency of mankind! Mr. Isherwood's book is the accepted law and gospel of the majority of our naval engineers brought up at the feet of this Gamaliel of the Erie experiment principle, "Ferrum's" "representative man" of the Engineer Department. Yet there are "a few who have not bowed the knee to Baal," and their interest lies in a board of survey which will recognize their worth. Lastly—engineers do not and cannot pretend to a knowledge, *only* to be acquired in the school of command. Line officers do pretend to a knowledge of steam engineering—they are taught it.

Fifth, If experts in the various branches of the service are to be called to aid, by their opinions, the deliberations of a Board of Survey, why deprive them of the formality of a vote upon a question involving their specialty, unless it be to permit of their opinions being overruled for ulterior purposes?

Ans. fifth, Their opinions once obtained, their votes are superfluous.

Sixth, If it be granted that the Bureau of Steam Engineering has been mismanaged, is it the only one of the eight bureaus of the Navy Department that has? If yes, why interfere with the proper management of seven bureaus because of supposed errors of the chief of but one; and if no, why do not the advocates of the Board of Survey have something to say regarding the mismanagement of them?

Ans. sixth, Some of the bureaus have not been as well managed as they would have been had the Board of Survey existed upon the breaking out of the late war. As a proof, the "light drafts," which cost so many millions, would not have been built.

The Chief of the Bureau of Construction has suffered himself to be led into what his good sense and judgment (for he is an able and honest official) told him was wrong. Refer to his report for 1866, and this will become apparent.

Had a Board of Survey existed Mr. Lenthall's views and opinions would have been listened to with respectful attention, and "packing boxes in which to stuff geared engines" never constructed.

The Bureau of Steam Engineering has been shamefully and woefully mismanaged; it stands in striking contrast, in this respect, to all the other bureaus and leads to the natural inference that there *must* be something wrong in the composition of a body of officers who can permit (without bringing to a court-martial) such absurdities and extravagances as have characterized their chief's administration from beginning to end.

Mr. Isherwood has had, first and last, nearly ninety millions of money!

Now, what have we to show for this enormous expenditure? A few vessels like the *Monadnock*, due to the genius of honest John Ericsson.

To the genius of Mr. I. and his subordinates, a fleet of *Wampanoags*, *Guerrieres*, and *Juniatas*, and a lot of worthless "light drafts."

We should be thankful that a few good vessels built before Mr. I.'s regime remain to us. The Board of Survey does not propose to interfere with the *proper* management of any bureau. It merely proposes to bring order and harmony out of the chaotic and jarring elements now warring against the efficiency—nay, the very *life* of the Navy.

Seventh, If there be anything in the organization, or under the control of the Bureau of Steam Engineering that deserves to be characterized as "the steam ring," would it not be in the power of a board exclusively of line officers to constitute itself pre-eminently a *line ring*, and the more dangerous in proportion to the extent of the interests involved? Or, is there some difference in the natures of the two classes of persons that renders the first probable and the latter impossible?

Ans. seventh, What "Ferrum" understands by a "steam ring" I do not know. Possibly Mr. Isherwood does. I pass by in silent contempt, the idea broached by "Ferrum," that our great Naval men, whose names are "household words" over the length and breadth of this broad land, would condescend to form what Mr. "F." is pleased to term "a line ring."

Eighth, Why is not the Board of Survey originally proposed, which included a chief engineer and a naval constructor, superior to that now urged, and why was the change made?

Ans. eighth, It was unpopular generally, and has gone to that bourne (no connection with the "John" mentioned by "Thor") from whence, etc. For further particulars "Ferrum" will please refer to his Shakespeare.

Ninth, Would it not be an improvement on even the originally-proposed board to add a surgeon and a paymaster; and if not, why

Ans. ninth, They are not necessary. Neither engineers, paymasters, nor surgeons, command ships, or fleets, or lead them into battle. Their duties are of a subordinate character. If a ship is lost in battle, or otherwise, neither surgeon, nor paymaster, nor engineer, is held responsible. They are not necessary to the "being," but merely to the "well being" of a Navy. Their duties are of a secondary nature, to those of the military, or fighting, element. This has *always* been so, since all time and will continue to remain so until that blissful period when, "the lion and the lamb shall lie down together."

Tenth, and finally, Why do not the advocates of this bill place it upon its merits, instead of so persistently clamoring against a particular corps of officers, who have shared with them the dangers and privations of the late war, and who have done, perhaps, no less toward its successful conclusion?

Ans. tenth, The Board stands accepted by the service as a necessity, and does not need a newspaper article to urge its merits. Congress is, after all, the judge.

Whatever feeling may have arisen on the part of the line officers, against the engineers, has, doubtless, been caused by the language of Mr. Isherwood's late report. The Navy is not yet prepared to accept Mr. Isherwood's ideas as gospel, or to believe that the corps which has produced the great men who have shed such lustre upon the Naval annals of the nation, belongs to "a mouldy and effete regime which is fast passing away" to give place, I presume, to Mr. Isherwood and his subordinates.

It will be a sorry day for the country, when our Naval officers agree with him.

MONADNOCK.

A BORDER FANDANGO.

To the Editor of the Army and Navy Journal.

SIR: As a number of your readers have never had the felicity of serving on the Mexican border, the following account may give them an idea of the primitive fashion of the entertainments which are given in our vicinity:

A few evenings since, just before parade, our good friend the nearest ranchero, Don Timoteo Solis, rode into camp, with three or four of his vagueros and two led horses, inquiring if we would go to the fandango at Rancho Tuscoma. The captain, being a little under the weather, concluded not to go; but, of course, I was on hand for any fun of that kind, so off we went across the prairies in a bee line for the rancho, ten miles away, perfectly regardless of roads or anything else except the anticipated fun, and a coyote (prairie wolf) that jumped up by the way, who was quickly "roped," and dispatched by a blow on the head from a loaded riding whip.

Shortly after dark we reached the scene of festivities, and found that dancing was to be out doors—a high board fence having been built to keep off the north wind, against which sat the musicians—a one-legged fiddler, a disconsolate looking darkey blowing a base drum, and a sick-looking dago pounding a clarinet. On one side was the "restaurant," where savory-smelling stews of jerked beef and pimento were sputtering over the outdoor fire, disputing the right of possession with the griddle of "tortillas" and the coffee pot; on the other side, the bar and monte tables were in full blast, surrounded by an excited crowd of greasers, bent on losing their last dollar at monte, or spending it for the fearful mixture of camphine, alcohol, and spirits of turpentine, called, out of courtesy, "mezcal."

Thirty or forty men had assembled, but nary one of the "dark-eyed senoritos," popularly supposed to be such paragons of perfection and beauty. Upon inquiring the reason of Don Timoteo, he said "they always start late, because they are so homely they wish to be sure and not arrive before dark, but they will come presently." Sure enough, after a little, three ponies trotted up with five women on them, and the dancing commenced at once. It seemed to be a bad night for women, as no more came, so the unfortunate five were passed round from one to another till all who wished had danced. When I got one I tried to smuggle her within the circle of light cast by the one solitary lantern, so I might see for myself whether Don Solis had slandered them or no, but it wouldn't work; she objected very decidedly in Spanish, so I am unable to say whether my partner was seventeen or sixty.

As a natural consequence of the free use of the mezcal, the Mexicans got a little hilarious and noisy toward morning, so I went home in time to snatch a bit of sleep before the sunrise gun.

POINT ISABEL, TEXAS.

G. E. A.

BOARD OF SURVEY.

To the Editor of the Army and Navy Journal.

SIR: There seems to be an impression that in endeavoring to perfect the organization of the Navy Department there is an implied reflection upon the chiefs of the several bureaus. This is a very erroneous view of the question.

The bureau officers are not only innocent of any charge, but, on the contrary, they have been, for the most part, exceedingly efficient, and, as a rule of rare exception, thoroughly honest and conscientious in the discharge of their duties.

But with all their worth and integrity these officers, working under the disadvantages of a badly-organized department, find much of their labor end in disappointment, and their energies dissipated in fruitless endeavors at progress and reform.

In the nicely-adjusted machinery of the General Government, let any integral part be removed and what unutterable confusion would ensue. Let the judiciary fall out, for example, or the executive or the legislative branch and how could the disrupted system perform its functions?

Such, on a small scale, is the present condition of the Navy Department. Its organization is incomplete, being defective in the executive branch. It may be said in reply to this, that the Secretary of the Navy himself constitutes this branch and performs the duties of the office. So he does in part, but only in part. He performs his duties as a Cabinet officer, and he discharges all the civil duties, the routine of which an intelligent man of fair business habits is able to master in a few months; but the military and naval part of the duties it has never even been pretended he was competent to discharge. This defect in the constitution of the executive branch of the Navy Department has been felt more or less for years past, but, at the breaking out of the Rebellion, it became so glaring, and the necessities of the Department so urgent, that a new office had to be created, and a *ci-devant* professional gentleman was installed as Assistant Secretary, to perform those duties which hitherto, for want of such an officer, had been left unperformed, or partially so.

It is not in the slightest degree derogatory to the Sec-

retary's high reputation to say, that the familiarity his assistant enjoyed with naval affairs was of great advantage in the management of the Navy Department during the Rebellion. The war clearly demonstrated the necessity of this duplicate head—the civil and naval—and it is the plainest deduction of common sense, that if an officer of the very limited naval experience of the late Assistant Secretary was an advantage [Mr. Fox was in the Navy eighteen years], how much greater benefits would accrue from the installation of those men whom the war has proved worthy to be entrusted with the management of that service upon which they shed so much lustre! The proposition is so very plain that an elaborated argument in its support appears like a reflection upon one's intelligence.

Who, let us ask, administers the affairs of the Navy now? A statesman, a lawyer, a cabinet officer? Manifestly impossible, for he knows nothing of naval affairs. The assistant secretary? Just as impossible; he, too, is a civilian. The chiefs of the bureaus? Again impossible. They have their own special duties—they administer the affairs of their own bureaus, not of the Navy in general, and they are never united to discuss general topics. How then does the Navy get along? We say most emphatically that it does not get along at all. Look at the condition of our seamen, never so wretched as now. Look at the extraordinary and harassing mistakes in retiring and restoring officers, and the no less extraordinary freaks of promotion. Look at the entire Navy *matériel* and *personnel*, and who can say that it "gets along" in the usual acceptation of that term? Is the Secretary or his assistant responsible for this? Certainly not—they are civilians, and cannot be supposed to know about these things. The chiefs of the bureaus are professional men. Are they responsible? Very far from it, they have done all in their power to promote the best interests of the service, as may be seen from their annual reports; but there being no master hand to guide them all as a unit, they work singly, and weakly, and ineffectually. Not only so, but at times they may be found—in perfect good faith and with the best intentions—working at cross purposes and defeating each other's ends. Who is to be the arbiter of their disagreements; who is to harmonize their conflicting opinions? As the questions which arise for settlement involve principles of naval architecture, the internal government of the naval forces, etc., it requires a person well versed in those matters to perform that office, and the secretary and his assistant being civilians, are manifestly unqualified for it, therefore there is nobody to perform it, and the duty is not discharged, and we see the evil results from which the Navy is now suffering, and the useless expenditure of millions which had much better been left in the Treasury. *We want that arbiter.* It is difficult, if not impossible, now to fix responsibility anywhere with justice. The bureau officer is all but powerless outside his own contracted sphere, and his well-beaten track.

Pick up any one of the bureau reports, and mark the excellent, but unavailing, suggestions it contains. The Chief of the Bureau of Equipment and Recruiting, in his report for '66, is very earnest in exposing the evils of our present system of recruiting, and expresses some very sound views on that question. He renews the subject in his report for '67, and adds suggestions which, if carried out, would be of immense benefit to the Navy. We trust poor Jack may not have to wait till those suggestions are acted upon. The very able Chief of the Bureau of Construction and Repairs, than whom we have no more accomplished naval architect, in his report for '66, says: "In order to maintain a position as a naval power we must have armored ships; and they, as a matter of economy, must be of iron. As we have no colonies at which our vessels can be supplied with coal, or be refitted, they must be of large size, that they can remain at sea for long periods, and their fuel must be economized by the use of sails."

These are sound views, and a constructor who writes thus certainly cannot be responsible for our hybrid *Guerrieres*.

Indeed, he is not; and, as if convinced of the folly of making any further recommendations in regard to ships, the curious in such matters may search his last report in vain for any views on that subject, but, closing his brief summary as with a sigh, he utters the aspiration that a school of naval architects may be founded. It is a recommendation replete with wisdom—a necessity plainly indicated by our modern Navy.

For twenty years past the Ordnance Bureau have been trying to get a gunnery ship (a small matter, to be sure, but not the less useful as an illustration), and it is to their credit that, in spite of repeated failure, they are found still hammering at the idea. In 1862, when engaged in a great war, and when good gunnery was at a premium, our highest ordnance authority himself—Admiral Dahlgren—then Chief of the Bureau of Ordnance, makes use of the following language: "It seems very late now to urge the institution of a system of instruction in gunnery for our seamen. Other naval powers have considered this one of the indispensable requisites for a navy, while with us it has received no countenance whatever."

"I have been entirely at a loss to conceive why an interest so vital should have been thus neglected," etc., etc.

Now, such an important measure, so strongly recommended, it might be supposed would secure the object; but there is no gunnery ship yet, and, if it depends upon the recommendations in the annual reports of the bureau, there never will be one.

The Admiral's successor in the Ordnance Bureau, an officer who has certainly managed his department with ability, takes up the strain, and "respectfully urges upon the department the necessity for the establishment of a gunnery ship similar to those of other navies, where officers and men may be trained." We grant that sometimes the suggestions contained in the bureau reports are to be found embodied in the report of the Secretary, and, in exceptional cases, may be referred to in the annual message of the President, and that, finally, they may be referred to the proper committees in Con-

gress; but it is very well known that, unless specially urged, none of the portions of Message or report thus referred receive attention, save the estimates alone. The reports are all printed, and stowed away on shelves, no more to be thought of. What, then, becomes of the excellent suggestion which emanated from the experienced and thoughtful Chief of the Bureau?

'Tis like the snow-fall in the river,
A moment white—then melts for ever.

No, the whole trouble lies in the fact of their being no person or persons to work a project through to its legitimate end. If the Secretary happens to be unpopular, or on the wrong side of politics, his advocacy of a measure only insures its defeat. The bureau chiefs have neither the time, position, nor influence necessary to the securing of any measure. Now a Naval Assistant to the Secretary, or any advisory board composed of officers who have won the confidence and esteem of the people at large, would carefully examine all reports, and adopt the ideas of such as conformed to their general plan of operations. Having, with the full concurrence of the Secretary, determined upon some line of policy for the government of the Navy, they could lay their views before the Naval Committees, and work with them in the preparation of such legislation as the requirements of the Navy demanded. Their appeals would command the attention and respectful consideration of the committees, and, being men of mark, position, and free from political or party feeling, they could accomplish far more for the service than is possible with any Secretary, or with the whole Department combined.

Such a board would, undoubtedly, curtail the brief authority of the bureau officers, and sheer them of a certain amount of patronage, but we take it that no real lover of his profession would be so short-sighted and selfish as to object to the measure on that account. On the other hand, while the Secretary would find in the board safe and reliable advisors, the steady going bureaus would have secured to them able advocates and supporters, and those bureaus which were disposed to be seduced from the right path by "new discoveries in physical science" would find a "Governor" to keep them within safe limits.

Why should such a great difference exist between the Navy Department and all the other departments under the Government? The Secretary of the Treasury is selected for his supposed ability as a financier, the Secretary of State for his experience as a statesman. True, the Secretary of War is not a soldier; but here we find exactly that division of executive duties, the civil and military, that is asked for in the Navy Department—the general-in-chief having cognizance of all military matters, and being the real executive as far as the Army proper is concerned. It is asked now by the Navy that they may enjoy like advantages, and that some of their leading men may have a voice in the control of naval affairs. Where is Farragut? Commanding an insignificant squadron in distant seas. Where is Porter? Filling a position that might be occupied by a captain tomorrow. Where is Goldsborough? Unemployed by Government, and fighting for a few short years more of his long and useful professional life. Where are Davis, Dahlgren, Rowan, Rodgers? Not one of these distinguished officers has as much to do with governing the Navy as any one of some half a dozen clerks in the Navy Department. Not only this: but these self-same officers who have done so much to perpetuate the renown of the American Navy are actually subordinate to their real inferiors in lineal rank and service, whose temporary connection with the bureaus has "clothed them with a little brief authority."

This is all wrong, wrong from beginning to end. It is worse than wrong; it is a crying shame, and the sooner it is corrected the better.

There are officers in the different branches of the service who, having had their feelings aroused by the wild and reckless measures in regard to assimilated rank, have very naturally got to regard almost every movement on the part of line officers with a certain degree of jealousy; and this feeling, so unfortunate for all, is kept alive by the inconsiderate (to use no stronger term) and unauthorized articles which from time to time appear in the public journals. Now it is presumed that one of the first acts of the Board of Survey, were it once established, would be to arrange, on a just and equitable basis, a plan of assimilated rank, by which the medical officers would probably find "new grades" added to their corps, and they would no longer "stand where they did forty years ago." The Pay Department would probably find that the Board of Survey would entirely repudiate that "traditional dread of granting any but the lower grades of rank to the staff," as well as the "illiberal spirit" complained of, and that through that board would be the readiest means of getting the "well tried Army system accepted in the Navy." Indeed, if we might be permitted to judge from our own observation, limited, it is true, but unbiassed—we must say that the "illiberal spirit" referred to by the able Chief of the Bureau of Provisions and Clothing, exists more in imagination than in fact; at any rate that such a spirit would not be spared by such men as would be called on to govern—not a part—but the whole Navy. That board would leave nothing for just complaints from either corps, and the little bickerings and newspaper squibs which create that very jealousy and ill feeling they pretend so much to deprecate, will be forever, let us hope, at an end. Nor would the Bureau of Steam Engineering be forgotten. The "modest request so well supported by reason" will receive due consideration, and the example set by "the best and most scientifically organized navy in the world—namely, that of France," will not be without its influence.

PRO BONO PUBLICO.

COMPANIES K and L, Fifth Artillery, having reported at Headquarters Fifth Military District for duty, in compliance with Special Orders No. 19, from Headquarters, Sub-District of Key West, dated December 27, 1867, have been ordered to be reported by the commanding officer, to Brevet Major-General R. C. Buchanan, commanding District of Louisiana, for assignment.

FOREIGN MILITARY AND NAVAL ITEMS.

THERE is a line of military colonies lying on the border which separates Hungary and Turkey, which present some points of strong interest. They were established toward the close of the Seventeenth century, when the Turks were finally driven out of Hungary. It was thought that an armed frontier would be the best means to prevent their return, and, as great numbers of Christians who were tired of living under Mohammedan masters, returned with the troops after each expedition, the material for the colonies was at hand. In these times a vigorous system of military rule is in force, which not only destroys a man's individuality, but holds him completely under the supervision and at the beck of the captain, who is the political and military head of the village. A commissariat officer directs the economical administration, and a judge-advocate the judicial business. Each one of these officers is an unlimited despot, whose power extends to the minutest details of individual and social life. Beside this thralldom the villagers are also under patriarchal rule. In all the colonies there is no such thing as a citizen, or even an individual. The only existence a man has is as a member of a family. Fortunately for the sufferers these two tyrannies are sometimes in conflict, and victims are sometimes glad to flee from the patriarchal to the protection of the military oppression. Of course such a state of things produces protest; but in vain. Not even revolt has gained them the least mitigation of their condition. To this day Austria holds a million of her people in a tyranny that most persons believe to be only historic, and not a thing of the present. The whole line of communities form a defence which it would be hard to break through. For it contains a population always ready for arms, and capable of instantly turning out 50,000 soldiers. Four to six villages or companies form a battalion, and two or more battalions make a regiment, to which the necessary staff officers are appointed.

A CURIOUS example of the British purchase system and the spirit it engenders, is given in the English papers. A captain, being compelled, for some reason, to choose the alternative of selling out or suffering degradation in rank, determined to do the former. A lieutenant who, though a good officer, had been compelled to see himself passed over by his youngsters, because he could not afford to buy the higher commission, now put in an application for the vacant captaincy. For this officer could afford the legal price, which the law forbids to be exceeded in buying a captain's commission—about £1,800—but he could not afford the fancy price which custom has fixed upon that rank—about £4,500. The *Army and Navy Gazette* severely condemns the lieutenant's action in buying for £1,800 a commission which he can immediately sell for £4,500; but other papers take the ground that the injury done to a gallant officer in penning him into a low grade of rank is far greater than that which he does in taking advantage of a law which was made for exactly such men as he.

A PALLISER 15-inch, 18-ton gun, made in strict accordance with Major Palliser's plan, and exactly similar to that which was exhibited at Paris, was lately sent to the proof but for a trial, previous to being rifled. At the first round, with 100 pounds of powder and a 400-pound shot, the breech of the gun was literally blown to atoms. The English papers contrast the fate of this gun, which was strengthened at the breech by two coiled wrought-iron tubes, one drawn over the other, with the successful test of the 15-inch American gun. The two weapons offer very fair conditions of comparison. The Palliser is 12 inches calibre and 18 tons weight; the 15-inch is 15 inches calibre and 19½ tons weight, and both are of cast iron. So the old slur, that it is the vast mass of metal which preserves the American cast-iron ordnance from explosion is not proved by this occurrence.

THE Cretan war is not dead, though we have heard little of it during the Winter. The season is favorable to the Greeks, as they freely ply the inland waters, and have been landing supplies all Winter, while the Turkish fleet has been kept safe in shelter. The Greek Government has just had an iron-clad launched in England. The Turkish troops are in camp 12,000 strong, and the Cretans have been overrunning the parts of the island abandoned by their enemy.

THE French dock-yards are hard at work building vessels, of which there are no less than thirty-nine under construction. Of these, four are iron-plated frigates, four iron-plated corvettes and guard-ships, and one floating battery, also cuirassed.

ANOTHER military reform is taking place in Prussia. The authorities are shortening the soldiers' pantaloons and lengthening their boots.

SURGEON Lewis Taylor, brevet lieutenant-colonel died at Fort Wadsworth, Dakota Territory, January 5, 1868.

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THE STEAM BUREAU LAW.

THE Act of Congress, approved July 5, 1862, for the reorganization of the Navy, provided that the Chief of the Bureau of Steam Engineering—a bureau which that act created—should be selected only from among the chief engineers of the Navy. It may be a question whether that provision was wise, and whether it ought not now to be abolished. Its effect is to bar the possibility of putting at the head of the construction of the steam machinery, upon which the speed and efficiency of our whole Navy depend, anybody except a class of officers who, though generally so excellent in our service, are yet limited in number, and who might all be surpassed, in this single feature of their broad profession, by civilians whose whole education and experience had been turned that way. What common sense would suggest, history has, beyond question, demonstrated; and we do not hesitate to say that, had Congress been at all familiar with the administration of the Steam Department of the Navy, during the twenty or thirty years prior to the passage of the law, it would never have made such a restriction as the one in question. Let us glance briefly at this record.

Our steam Navy may be said to date from the construction of the *Princeton*, which vessel was commenced about 1841. This was the first screw-propelled war vessel ever built, and her engines were so successful and durable that they wore out one hull, and a new one was built for them. The steam machinery of this remarkable ship was made from the plans of a civilian engineer, thoroughly trained in the highest branch of his profession—viz., construction. Our next screw ship was, we believe, the *Alleghany*—her very name will make most naval officers of forty smile. Her machinery was adapted and reconstructed for screw-propulsion by the present Chief of the Bureau of Steam Engineering, who had just been transferred from his previous field of political writer to the more ambitious path of naval engineer. It is needless to say that the engines of the *Alleghany* were a miserable *fasco*, and promptly found their way to the "scrap heap."

Our next naval screw vessel (or, if not the next, at least the next of any magnitude) was the *San Jacinto*. Here another naval chief engineer—and at that time engineer-in-chief—Mr. HASWELL, planned the engines, and the constructional blunders perpetrated in them were so gross that, after being smuggled, as it were, across the Atlantic, they were removed, made the familiar journey to the "scrap heap," and were replaced by a pair of engines constructed by the eminent marine-engine builders, the Messrs. MERRICK, of Philadelphia. The engineer-in-chief soon followed his engines.

We next enjoyed a sort of interregnum, during which several large paddle steamers were built, with engines put in by civilian constructors. They all performed very well.

We now come to 1854, when Congress passed an act authorizing the construction of five immense screw-frigates—the *Merrimac*, *Wabash*, *Minnesota*, *Roanoke*, and *Colorado*. At the time of their completion they were the finest frigates (except for their machinery) ever built, and we believe that even to this day they have not been excelled—not even by the *Franklin*, which is a success, by the way, in every respect, but in her wretched steam machinery. Chief Engineer D. B. MARTIN was at that time engineer-in-chief of the Navy, and he forthwith sought to distinguish himself by constructing most of the machinery of these magnificent vessels, and directing the planning of the rest. His patent boiler, then newly prepared, was inflicted upon the whole fleet. To make a long story short, instead of this fleet possessing the fine speed which the weight and space occupied by their machinery should have given, in this vital particular they were wretched failures.

To establish this assertion let us glance at the performance of the *Minnesota*, which is almost precisely similar to that of the rest of the frigates. This beautiful war vessel had 333 square feet of grate surface in her boilers, and yet, at her maximum performance, developed only 995 horse-power, which propelled the ship but 8.95 knots per hour. Now, turning to the performance of other screw machinery, constructed at about the same time as that of our frigates, we find that over 5.7 horse-power was attained for each square foot of fire-grate in the boilers—instead of 2.9, as is the case with the frigates. Accordingly, if the machinery of our frigates had performed as well as this, instead of only obtaining 995 horse-power, they would have worked up to no less than 1,900, and the speed would, consequently, have been 11.2 knots instead of 9. We have simply instanced ordinary screw machinery, of antique type, which only differed from that of the frigates in the design of the boilers and the details of the engines—neither using surface condensation, nor superheating.

This was Chief Engineer MARTIN's masterpiece as constructor-in-chief. He was succeeded by Chief Engineer ARCHBOLD, as engineer-in-chief. This officer was more cautious than his predecessor, and only constructed the engines for one vessel, the *Richmond*, which are now being ripped out and "scrap-heaped" by his successor, the present Chief of the Steam Bureau; but they were replaced by a pair of the latter's *Guerriere* and *Pensacola* style of machine—the inefficiency of which the Navy are by this time pretty familiar with.

On the retirement of Chief Engineer ARCHBOLD, Chief Engineer ISHERWOOD obtained the position of engineer-in-chief, and commenced a system of steam engineering practice which caused most of the profession to stand aghast at his foolhardy boldness, and the rest to laugh at his folly.

We need not recapitulate the engineering blunders of the Chief of the Steam Bureau. The whole Navy has comprehended them for a long time; but in the opportunities the exigencies of the war gave to him for committing blunders, he put the performances of his brother chief engineers, his predecessors in office, completely in the shade. Fresh from trying a single absurd experiment with an old paddle steamer tied to a dock in Erie, where he imagined he had discovered some new physical law, which turned the existing practice of steam engineering up side down, he came into office, and commenced to put his new doctrines into practice.

We speak, and have spoken, from Vol. I., No. 1 of the JOURNAL, to this day, very severely of Mr. ISHERWOOD's practice. But we have done so from mature, profound and complete conviction that he is ruining the Navy by his untenable steam delusions. If we have utterly condemned his theories, we have done so only upon a basis of irrefragable facts—facts which we have set in array before that gentleman and before our readers in elaborate series of articles, and to which, despite their bold challenge of refutation, never has there been even attempted a reply. We are free to say that there is no such monument of mechanical incapacity as the steam machinery of the *Wampanoag* class to be found in the annals of marine engineering.

Such, then, is the historic result of legally forbidding the best civilian engineers of our country—the land of mechanical talent—to be thought of as engineers-in-chief for our Navy. The facts tell their own story, and condemn the law. And even without history, theory alone ought to show us that it is folly to expect that the chief engineers of our Navy, however fitted for their regular duties, should surpass in constructional ability (a profession in itself) all the trained civilians who have devoted their time, education, and talent to this one point. Look again at the existing case. We find, as the result of this shortsighted restriction, a man presiding over the Engineering Bureau who would not be allowed to plan, on the principles he employs for our whole new screw fleet, a hundred dollars' worth of machinery in any private establishment in the country.

In a matter of such vast national importance,

the instinctive pride of class ought to give way to the patriotic sentiment of the good of the whole country. But, of course, the bureau would remain, even with a civil engineer at the head of the bureau, as much under the control of the Navy as now. And, if the contemplated Board of Survey should be established, it would then be perfectly under its control. The gain would be in putting fresh ability and sound professional judgment in construction at service of the Navy.

The question of Army reduction is probably settled. We are given to understand, on good authority, that no change in the Army organization is likely to be attempted until the reconstruction of the Union shall have been completed by the formal restoration to it of the Southern States. As this date, according to present appearances, will not be immediate, we may take it for granted that the question is disposed of for the current session of Congress. It is as good as adjourned, therefore, until next December.

This decision is in accordance with common sense, and will commend itself to judicious men of all classes and all political beliefs. It was understood to be the opinion of General GRANT that the Army ought not to be reduced below its present minimum while the numerous duties now required of it remained. We are led to presume, however, that the argument which influenced those Congressmen who would have taken the lead in a new organization, was the delay in reconstruction. They were prepared to risk Indian hostilities, annexations of territory, extra garrisons for the trans-continental highways and railroads, Fenianism, and foreign complications. But they could not shut their eyes to the fact that the South was hardly a step nearer reconstruction to-day than when they put the districts under the control of the Army; that unprejudiced and competent officers everywhere gave their judgment that the withdrawal or even the diminution of the troops, before the formation of State governments after reconstruction, would be followed by anarchy and chaos in society, and by a "war of races;" and that the same necessity that put the Army there, demanded its retention for the present.

Indeed, it would have been strange if Congress should have so stultified its own action as to overthrow its elaborate and thoroughly-discussed scheme of Army organization as soon as carried into effect. To expose the Army to such rapid and constant changes, recruiting one season and mustering out the next, is very bad also for its stability and morale. Officers who have the idea of continuing in the profession of arms, may be suddenly and unceremoniously cut adrift; and will think twice before exposing themselves to such risks. The very expense, too, of altering an Army establishment and building it up on a new scale, with a new assignment to posts, and shifting of troops and men, and providing of supplies and equipments, and recruiting it; and then again going through the same process within a twelve-month, is very poor economy. We believe, however, it was on economical grounds that a new organization was proposed. The more particularly is this the case in a country like ours, which is probably entering on a new and untried career, domestic and foreign, after its great civil war; and no one can tell what needs a day may bring forth.

These matters, however, can be discussed in future. If, hereafter, reconstruction is complete, the South pacific, the Sioux and Cheyennes lamb-like, Mr. Seward's real-estate purchases ended, Fenian raids on Canada finished, the naturalization question settled, expatriation expounded to the satisfaction of Prussia, and the *Alabama* claims collected of Great Britain—then, we say, we can begin to consider whether General GRANT's reduction of the Army, to the extent of 10,000 men, last November, by reducing the infantry and artillery to the minimum, was sufficient; and with how many less men than 45,000 aggregate, we can get along.

The first official or corporate recognition of "General GRANT's reticence" must be traced, we think, to the Richmond Convention. That body, having been addressed by General BUTLER, and,

some days after, hearing that General GRANT had come to the city, appointed a committee "to extend to him the privilege of the floor of this Convention, and that he be requested to address the Convention." Whereupon, a Mr. PORTER rose, and pointed out that this last was precisely the thing which General GRANT would not do, and that the best move for the Convention was to strike out the latter clause of the resolution, which was accordingly done. The humor of the thing, however, is less in the original invitation than in the matter-of-fact way in which the Convention revised its action, on reflecting what sort of a man their guest was. Few prominent personages, civil or military, would have had a similar vote passed regarding them, without feeling somewhat chagrined at what would, perhaps, appear to have been a slight. In General GRANT's case there was, of course, nothing of the sort. It was only a kind of quiet acquiescence in General GRANT's well-known dislike of speech-making—a trait now accepted and appreciated by his countrymen.

The bill of Senator NYE, providing for a Naval Board of Survey, to consist of three admirals, is now the principal topic of discussion with the officers of the Navy, and those who are interested in the prosperity of that branch of the service. The subject, however, is one in which every patriotic citizen is interested, for, in case of war with a maritime power like England, our offensive strength must depend upon the efficiency of our Navy. We have so often called the attention of our readers to the doings of the Chief of the Bureau of Steam Engineering that they cannot be ignorant of the present crippled condition of the vessels of our Navy, both as cruisers and vessels of war. It was but last week that we noted the fact that the U. S. storeship *Idaho*, a sailing vessel, had made the passage from New York to Rio Janeiro in thirty-nine days, during eight hours of which time she averaged sixteen miles an hour; and yet, on her recent trial trip, the *Wampanoag*—a ship upon which the Steam Bureau has exhausted all the appliances of modern science—was able to keep up a similar speed for only a short time, her engine finally coming to a dead stop with a pressure of forty pounds to the square inch on her boilers. Since the introduction of Senator NYE's bill we have given up considerable space to its discussion—according, as far as possible, a fair hearing to both sides, and thus far the arguments in favor of the passage of the bill have outweighed the objections of its opponents.

The provisions of the bill are briefly that the President shall be authorized to appoint a board of three line officers, one of whom shall be the admiral or vice-admiral, and the other two not below the rank of rear admiral, who shall, under the direction of the Secretary of the Navy, exercise a general supervision over the various bureaus of the Navy Department, and over the management of the Navy at large, the last clause of the bill especially providing that nothing in it "shall be construed to take from the Secretary of the Navy his control and direction of the naval forces of the United States as now by law possessed." In other words, the Secretary of the Navy is to be furnished with an advisory board of three officers of the Navy, to whom he may refer all questions of construction, armament, equipment, etc., and who shall be responsible to him for all matters relative to the efficiency of the naval establishment, thus filling for the Navy the position which the General-in-Chief holds for the Army.

We see nothing in this bill which deprives the Secretary of the Navy of any of his powers, that casts an imputation on the chiefs of bureaus as a class, nor, in fact, are we able to discern in it any covert attack upon the rights of staff officers. On the contrary, we believe that a Board of Survey will do much to increase the efficiency of the Navy in every particular, by pressing upon Congress the recommendations of the different heads of departments, by checking the undue influence of any particular branch of the service, and by finally adjusting the controversy between the staff and line. A Board of Survey seems to us to be an imperative need of the naval service, and we therefore hope

to see a bill providing for one speedily passed by the present Congress.

CONGRESS.

THE Senate has given most of its attention during the week to listening to set speeches on the Supplementary Reconstruction Bill. After a good deal of debate, the resolution directing the Secretary of the Navy to detail one or more naval officers to attend the International Maritime Exhibition at Havre, was laid on the table. Mr. SUMNER earnestly advocated the resolution; and was opposed by Messrs. MORRILL, TRUMBULL, and others. The President was requested to communicate any instructions given to Generals POPE and MEADE on taking command of the Fourth Military District under the Reconstruction act, or while in command thereof; also copies of discussions, votes, etc., in the Cabinet respecting said acts. The joint resolution authorizing the Commissioner of the Freedmen's Bureau to distribute to the destitute people of the South such desiccated meats and vegetables provided during the war as are not needed for the use of the Army, was passed. The Committee on Pensions reported unfavorably on the bill to extend the provisions of the pension laws to provost-marshals, on the ground that the provision asked for is in the Act of July, 1866. The Committee on Naval Affairs reported the bill in favor of allowing the sale of iron-clads, with amendments, and it was passed. The amendments retain the *Dictator*, *Kalamazoo*, *Monadnock* and *Passaic* classes of iron-clads, and provide that after the appraisal of the five officers appointed by the Secretary of the Navy, as provided, public notice shall be given that proposals will be received for thirty days for the purchase of said vessels, and that the highest price so proposed, not less than the appraisement, shall be accepted therefor. Mr. WILSON introduced a bill to permit officers and soldiers to wear corps badges for services during the war. Mr. MORGAN offered a joint resolution to authorize the Light House Board to place warnings of obstructions at the entrance of harbors or sounds.

The Senate Military Committee has disposed of a large number of brevet and regular nominations, withholding some of them for future action on account of various charges preferred against the nominees. The Committee, it is said, consider that there is no immediate necessity for filling up the Army vacancies or confirming nominations.

The House had under consideration the regular Appropriation bill, which was recommitted. The Navy estimates, it was stated in the debate, had been revised by the Secretary, and cut down to \$25,000,000. A resolution was offered instructing the Committee on Military Affairs to inquire whether the expenses of the War Department cannot be reduced by mustering out supernumerary adjutant-generals and inspector-generals. An amendment to the Bounty bill, allowing heirs to draw the bounty in cases where soldiers have died, or may die, before their claims have been settled, was passed. A bill was introduced, directing that all agents of any department of the Government whose salary shall exceed \$500, shall be appointed by the President, by and with the advice and consent of the Senate, and providing that the terms of all such officers now appointed shall cease in thirty days after the passage of this act. The bill was referred to the committee on retrenchment. A resolution was adopted calling upon the Secretary of the Navy for copies of all orders and communications issued by the Navy Department, touching the employment or discharge of soldiers and sailors in the Washington Navy-yard and other places. Resolutions were also adopted calling on the Secretary of the Navy for information as to the strength of the Navy before the first of January, 1861, etc.; calling on the Secretary of War for information as to vessels built or purchased for the War Department; calling on the Secretary of the Navy for information as to the trial by Court-martial of Assistant-Engineer George F. Sawyer. A bill for the sale of the arsenal grounds at St. Louis and Liberty, Mo., and a portion of the Fort Leavenworth Reservation, and the establishment of an arsenal at Jefferson Barracks, at a cost not exceeding \$150,000, was passed.

Mr. WOODWARD, of Pennsylvania, attempted to offer a resolution for the appointment of a select committee of five to consider the expediency of establishing, within some one of the anthracite coal fields of Pennsylvania, a national armory, for the construction, manufacture and supply of ordnance, materials and equipments for the Army and Navy; but objection was made.

The Ways and Means Sub-Committee for the revision of the revenue laws, consisting of Messrs. SCHENCK, HOOPER, ALLISON and LOGAN, are holding daily sessions and working energetically on the business before them. General GARFIELD was examined on the subject of reducing the Army, and gave it as the opinion of the Military Committee that no reduction is possible at the present time.

ARMY PERSONAL.

ACTING Assistant Surgeon Jonathan Cass, U. S. Army, has been ordered to proceed to Point Coupee, La., and report for duty with the troops stationed at that place.

BREVET Colonel H. Clay Wood, assistant adjutant-general U. S. Army, is ordered to duty as adjutant-general to Major-General Pope, at Detroit, Michigan.

BREVET Brigadier-General George D. Ruggles, assistant adjutant-general U. S. Army, is ordered to temporary duty at Philadelphia, Pennsylvania.

ADDITIONAL Paymaster Dwight Bannister, has been appointed a paymaster in the Regular Army, to fill the vacancy caused by the death of Major Henry O. Brigham, who died at Detroit, Michigan, on January 22d.

BREVET Colonel William W. Sanders, captain Sixth Infantry, is announced as acting assistant inspector-general on the staff of Major-General Meade, commanding the Third Military District.

LEAVE of absence for twenty days, with recommendation to the War Department for an extension of thirty days, has been granted to Second Lieutenant Gustave Magnitzky, Thirty-ninth Infantry.

BREVET Brigadier-General C. H. Tompkins, Chief Quartermaster Fifth Military District, has been ordered to Washington, D. C., for consultation with the quartermaster-general upon business connected with his department.

ASSISTANT Surgeon Carlos Carvallo, U. S. Army, is hereby appointed a member of the General Court-martial, to meet at Buffalo Springs, Texas, on the 20th instant, in place of Claudius Warfield, whose resignation from the Army has been accepted.

UNDER the provisions of section 7, of the act of Congress, approved July 17, 1863, Brevet Colonel A. D. Nelson, major First Infantry, has been detailed as a field officer's court, for the trial of such men of his regiment as may be properly brought before him.

CAPTAIN Chambers McKibbin, Jr., Thirty-fifth Infantry, having reported at Headquarters Third Military District, agreeably to Special Orders No. 1, current series, from the War Department, has been appointed acting assistant inspector-general on the staff of Major-General Meade, commanding.

HIS contract with the Government having terminated, the quartermaster's department has been directed to furnish Doctor A. L. Buffington, late acting assistant surgeon U. S. Army, with transportation from New Orleans, La., to Washington, D. C., the place at which his contract was entered into.

LEAVE of absence for twenty days, with permission to go beyond the limits of the Department and to apply to the Headquarters of the Army for an extension of ten days, has been granted Brevet Lieutenant-Colonel J. H. Counselman, first lieutenant First Artillery, to take effect on being relieved as a member of the General Court-martial in session at New York City.

THE following named officers are relieved from duty as acting aides-de-camp upon the staff of Brevet Major-General Buchanan, commanding District of Louisiana. They will, however, continue on duty as assigned by Paragraphs 1 and 2, special Orders No. 6, current series, from District Headquarters: Captain I. D. DeRussey, First Infantry; Captain Lucius H. Warren, Thirty-ninth Infantry.

A BOARD of officers has been directed to assemble at Madison Barracks, N. Y., on the 3d instant, or as soon thereafter as practicable, for the examination of Quartermaster Sergeant Robert V. Fitzgerald, Forty-second Infantry, applicant for the position of superintendent of national cemeteries. Detail for the Board: Brevet Brigadier-General J. A. Haskin, lieutenant-colonel First Artillery; Brevet Brigadier-General R. H. Jackson, captain First Artillery; Captain R. L. Kilpatrick, Forty-second Infantry.

THE following is a list of the officers who reported at Headquarters Fifth Military District, New Orleans, La., during the week ending January 19, 1868: Edmund K. Russell, first lieutenant First U. S. Artillery; T. P. McElrath, captain Fifth U. S. Artillery; Doctor Day, acting assistant surgeon U. S. Army; E. L. Zalinski, first lieutenant Fifth U. S. Artillery; A. T. Lee, second lieutenant Fifth U. S. Artillery; F. W. Taggard, first lieutenant Forty-first U. S. Infantry; Edward R. Parry, captain Twentieth U. S. Infantry, brevet major.

LEAVE of absence for twenty days, with recommendation to the adjutant-general of the Army for an extension of twenty days, has been granted Brevet Lieutenant-Colonel W. G. Mitchell, captain Thirty-seventh Infantry, aide-de-camp and secretary for civil affairs Fifth Military District. During the absence, on leave, of Brevet Lieutenant-Colonel W. G. Mitchell, Secretary for Civil Affairs, Fifth Military District, Captain Robert Chandler, Thirtieth Infantry, assistant secretary for civil affairs, will perform the duties of that office.

A GENERAL Court-martial is appointed to meet at Camp Verde, Texas, on Monday, the 10th day of February, 1868, at 10 o'clock A. M., or as soon thereafter as practicable, for the trial of such persons as may be properly brought before it. Detail for the Court: Major George C. Cram, Fourth Cavalry; Brevet Major J. V. D. Middleton, assistant surgeon U. S. Army; First Lieutenant David A. Irwin, Fourth Cavalry; First Lieutenant Will I. Moberley, Fourth Cavalry; Second Lieutenant Oliver Grosvenor, Fourth Cavalry; Second Lieutenant John M. Walton, Fourth Cavalry; Brevet Major Wirt Davis, first lieutenant Fourth Cavalry, judge-advocate.

A GENERAL Court-martial is appointed to meet at Camp Wilson, Texas, on Monday, the 10th day of February, 1868, at 10 o'clock A. M., or as soon thereafter as practicable, for the trial of such persons as may be properly brought before it. Detail for the Court: Brevet Colonel Samuel D. Sturgis, lieutenant-colonel Sixth Cavalry; Brevet Captain Charles H. Campbell, first lieutenant Sixth Cavalry; Assistant Surgeon Henry Mc-

Elderry, U. S. Army; First Lieutenant Adam Kramer, Sixth Cavalry; Second Lieutenant S. Winchester, Sixth Cavalry; Second Lieutenant D. C. McIntyre, Sixth Cavalry; Second Lieutenant Henry M. Kendall, Sixth Cavalry, judge-advocate.

A GENERAL Court-martial was ordered to convene at the post of Vicksburg, Mississippi, at 10 o'clock A. M., on the 27th ult., or as soon thereafter as practicable, for the trial of such prisoners as may be properly brought before it. Detail for the Court: Brevet Major Lynde Catlin, captain Twenty-fourth U. S. Infantry; Captain A. M. Brown, Twenty-fourth U. S. Infantry; First Lieutenant William E. Kingsbury, Twenty-fourth U. S. Infantry; First Lieutenant E. C. Gilbreath, Twenty-fourth U. S. Infantry; First Lieutenant Peter Engels, Twenty-fourth U. S. Infantry; Second Lieutenant R. P. Warren, Twenty-fourth U. S. Infantry; Second Lieutenant G. G. Lott, Twenty-fourth U. S. Infantry, judge-advocate.

A MILITARY Commission was ordered to convene at the post of Little Rock, Arkansas, at 10 o'clock A. M., on the 25th ult., or as soon thereafter as practicable, for the trial of such prisoners as may be properly brought before it. Detail for the Commission: Brevet Major-General Romeyn B. Ayres, lieutenant-colonel Twenty-eighth U. S. Infantry; Brevet Major Albert H. Andrews, captain Twenty-eighth U. S. Infantry; Captain S. S. Culbertson, Twenty-eighth U. S. Infantry; Captain James H. Patterson, Twenty-eighth U. S. Infantry; First Lieutenant John Harold, Twenty-eighth U. S. Infantry; First Lieutenant John E. Bennet, Twenty-eighth U. S. Infantry, judge-advocate.

A GENERAL Court-martial is appointed to meet at Buffalo Springs, Texas, on Thursday, the 20th day of February, 1868, at 10 o'clock A. M., or as soon thereafter as practicable, for the trial of such persons as may be properly brought before it. Detail for the Court: Brevet Lieutenant-Colonel R. M. Morris, major Sixth Cavalry; Brevet Captain H. P. Eakin, second lieutenant Sixth Cavalry; First Lieutenant Theodore Maytheny, Sixth Cavalry; Assistant Surgeon Claudius Warfield, U. S. Army; Second Lieutenant Wm. A. Borthwick, Sixth Cavalry; Second Lieutenant E. C. Hentig, Sixth Cavalry; Second Lieutenant J. H. Sands, Sixth Cavalry; Second Lieutenant G. E. Overton, Sixth Cavalry, judge-advocate.

A GENERAL Court-martial is ordered to convene at the post of Washington, Arkansas, at 10 o'clock A. M., on the 3d inst., or as soon thereafter as practicable, for the trial of such prisoners as may be properly brought before it. Detail for the Court: Brevet Colonel John E. Tourtellotte, captain Twenty-eighth U. S. Infantry; Brevet Major Howard E. Stansbury, captain Twenty-eighth U. S. Infantry; Brevet Major Charles T. Witherell, first lieutenant Twenty-eighth U. S. Infantry; First Lieutenant James Collins, Twenty-eighth U. S. Infantry; Second Lieutenant John A. Payne, Twenty-eighth U. S. Infantry; Second Lieutenant Thomas M. Weine, Twenty-eighth U. S. Infantry, judge-advocate.

A GENERAL Court-martial was appointed to meet at Austin, Texas, on Thursday, the 30th day of January, 1868, at 10 o'clock A. M., or as soon thereafter as practicable, for the trial of such persons as may be properly brought before it. Detail for the Court: Brevet Brigadier-General James Oakes, colonel Sixth Cavalry; Brevet Captain Cyrus S. Roberts, first lieutenant Seventeenth Infantry; First Lieutenant Moses Wiley, Sixth Cavalry; First Lieutenant H. S. Howe, Seventeenth Infantry; First Lieutenant C. E. Nesmith, Sixth Cavalry; Second Lieutenant James W. Letherbury, Seventeenth Infantry; Second Lieutenant Henry Luzenby, Sixth Cavalry; Brevet Major S. M. Whitside, captain Sixth Cavalry, judge-advocate.

A GENERAL Court-martial was appointed to meet at San Antonio, Texas, on Thursday, the 30th day of January, 1868, at 10 o'clock A. M., or as soon thereafter as practicable, for the trial of such persons as may be properly brought before it. Detail for the Court: Brevet Brigadier-General John S. Mason, major Thirty-fifth Infantry; Brevet Lieutenant-Colonel H. A. Ellis, captain Thirty-fifth Infantry; Surgeon Dallas Bache, U. S. Army; Brevet Major C. C. Cresson, first lieutenant Thirty-fifth Infantry; Brevet Captain W. W. Clemens, first lieutenant Thirty-fifth Infantry; First Lieutenant John W. Eckles, Thirty-fifth Infantry; First Lieutenant Casper H. Conrad, Thirty-fifth Infantry; First Lieutenant W. V. Wolfe, Thirty-fifth Infantry, judge-advocate.

A MILITARY Commission is hereby ordered to convene at Vicksburg, Miss., at 10 o'clock A. M., on the 23d ult., or as soon thereafter as practicable, for the trial of D. S. Harriman, Agent Bureau of Refugees, Freedmen and Abandoned Lands, and such other prisoners as may be properly brought before it. Detail for the Commission: Brevet Major-General G. Pennypacker, colonel Thirty-fourth U. S. Infantry; Brevet Colonel N. A. M. Dudley, major Twenty-fourth U. S. Infantry; Brevet Major Joseph G. Crane, captain and commissary of subsistence U. S. Army; Captain Mason Jackson, Twenty-fourth U. S. Infantry; First Lieutenant Warren C. Beach, Twenty-fourth U. S. Infantry; Captain Jasper Myers, Ordnance Department U. S. Army, judge-advocate.

A GENERAL Court-martial was appointed to meet at Atlanta, Georgia, on the 22d day of January, 1868, or as soon thereafter as practicable, for the trial of such prisoners as may be brought before it by orders of headquarters Third Military District. Detail for the Court: Brevet Lieutenant-Colonel Aaron S. Daggett, captain Sixteenth U. S. Infantry; Brevet Major Thomas E. Maley, captain Fifth U. S. Cavalry; Brevet Major George M. Brayton, captain Thirty-third U. S. Infantry; Brevet Major C. Irving Wilson, Captain Sixteenth U. S. Infantry; Second Lieutenant Luther S. Ames, Sixteenth U. S. Infantry; Brevet Captain George S. Spalding, first lieutenant Thirty-third U. S. Infantry, is appointed judge-advocate of the court.

A GENERAL Court-martial was appointed to meet at Fort Leavenworth, Kansas, on Monday, the 27th ult., at 10 o'clock A. M., or as soon thereafter as practicable, for the trial of such prisoners as may be properly brought

before it. Detail for the Court: Brevet Major James M. Bell, first lieutenant Seventh Cavalry; Brevet Captain Wm. Mitchell, first lieutenant Third Infantry; Captain L. M. Hamilton, Seventh Cavalry; Captain Albert Barnitz, Seventh Cavalry; First Lieutenant Myles Moylan, Seventh Cavalry; First Lieutenant Henry Jackson, Seventh Cavalry; Second Lieutenant A. E. Smith, Seventh Cavalry; Second Lieutenant Edward Law, Seventh Cavalry; Second Lieutenant Frank M. Gibson, Seventh Cavalry; Judge-Advocate, Second Lieutenant Walter Howe, Fourth Artillery.

A GENERAL Court-martial has been appointed to meet at Galveston, Texas, on Monday, the 3d day of February, 1868, at 10 o'clock A. M., or as soon thereafter as practicable, for the trial of such persons as may be properly brought before it. Detail for the Court: Brevet Lieutenant-Colonel E. Gay, major Seventeenth Infantry; Brevet Lieutenant-Colonel George H. Cram, captain Seventeenth Infantry; Brevet Major Cyrus S. Bacon, assistant surgeon U. S. Army; Brevet Major G. M. Bascom, first lieutenant Seventeenth Infantry; Captain C. E. Bennett, Seventeenth Infantry; Brevet Captain Charles Garrettson, first lieutenant Seventeenth Infantry; First Lieutenant W. H. W. Krebs, Seventeenth Infantry; Second Lieutenant W. H. H. Crowell, Seventeenth Infantry, judge-advocate.

THE following is a roster of the officers at present (January 18th), stationed at Fort Sanders, D. T., viz: Thirty-eighth Infantry, Colonel John Gibbon, brevet major-general U. S. Army, commanding regiment and post; First Lieutenant W. S. Starring, regimental and post adjutant. Company A, Captain Jno. H. Knight, brevet lieutenant-colonel U. S. Army, commanding company and judge-advocate General Court-martial; First Lieutenant A. E. Woodson; Second Lieutenant Charles Hay, assistant commissary of subsistence, and acting regimental quartermaster. Company D, Captain J. L. Proctor, commanding company, and president of the General Court-martial; First Lieutenant Wm. Harmon (Company E), temporarily attached. Company E, Captain James P. W. Neill, commanding company; Second Lieutenant Louis M. Hughes. Company I, Captain Arthur MacArthur, commanding company and member General Court-martial; First Lieutenant Harry H. Link. Company K, Captain George L. Tyler, commanding company and member General Court-martial; First Lieutenant Wm. H. Male, member General Court-martial; Second Lieutenant David B. Abrahams (Company G), temporarily attached. Second U. S. Cavalry—Company G, First Lieutenant O. O. G. Robinson, commanding company, quartermaster's department; Captain J. H. Belcher, brevet major U. S. Army, assistant quartermaster, post quartermaster. Medical Department—Brevet Major W. R. Ramsey, assistant surgeon U. S. Army; Acting Assistant Surgeon F. A. Holliday.

THE Brownsville *Ranchero*, of January 15th, in speaking of the army of Mexico, says:

We have noted the various statements made by the press in regard to the increase of the Mexican regular army to 18,000 men. It is rather curious to hear or read of anything regular in Mexico but revolution and vandalism; but, for the information of those who are curious to know, we advise that the armies of Mexico are made of impressed citizens of the *Lepero*, or low class, and once thus drafted are never allowed a discharge except when called to the long-roll armies. Escobedo has in the city of San Luis and stationed at neighboring towns a division 8,500 strong. Porfirio Diaz with headquarters at Tehuacan, commands a division of 12,500 men. Corona, at Guadalajara, has 7,500 men, for the support of which the commerce of that city has to pay him \$2,000 daily, for which he gives them receipts on the Mazatlan custom-house. There are 3,500 in the valley of Mexico, under the orders of the military commander of the District of Mexico. This gives us an aggregate of thirty-one thousand men. To this number we have to add the troops doing garrison duty at Matamoros, Mazatlan, and Guaymas and on guard duty on the frontiers, in all about 15,000 men. So that the effective *noneffective* Mexican army of to-day is quite as large as the Regular Army of the United States. The expense necessary to sustain this number of men is of course enormous, compared with the resources of so poor an Administration; yet no reduction is allowable; on the contrary, the dissatisfied state of the country demands a still larger force. Perhaps it is better that the property of the country be consumed in supporting a grand army than that both property and life be destroyed by civil war and feudalism, which would result if that army were abandoned.

M. O., L. L., U. S.

At a stated meeting of Commandery No. 1, of the State of Pennsylvania, M. O., L. L., U. S., held at Headquarters No. 1,103, Walnut Street, Philadelphia, on the 2d inst., announcement was made of the death, at St. Thomas, of yellow fever, on December 7, 1866, of Rear-Admiral James S. Palmer, U. S. Navy, commanding North Atlantic Squadron. Whereupon it was unanimously

Resolved, That this Commandery has received with the deepest sensibility intelligence of the decease of our companion, Rear-Admiral James S. Palmer, U. S. Navy.

Resolved, That in the death of Admiral Palmer, the country has lost a citizen whose long professional career has been characterized by integrity and honor, ability and judgment, courage and loyalty; and that it is with a sincere sorrow we lament the loss the service and this Order have sustained.

Resolved, That these resolutions be communicated to the several Commanderies of the Order, and be published in the ARMY AND NAVY JOURNAL.

Resolved, That as a mark of respect for the memory of the deceased, this Commandery do now adjourn.

(Extract from the Minutes.)

Major-General GEORGE CADWALADER, Commander.
Attest: SAM. B. WYLIE MITCHELL, brevet lieutenant-colonel, recorder.

MOVEMENTS OF ADMIRAL FARRAGUT.

A CORRESPONDENT of the *Tribune*, writing from Port Mahon, Minorca, under date of December 28th, gives the following account of a recent visit of Admiral Farragut to that island:

The Admiral, after visiting Madrid and several Spanish ports, at last arrived here on the 20th inst. in the *Franklin*, accompanied by the wheel-steamer *Frolic*.

Hardly had the flagship cast anchor and fired the usual salute, when this was returned from the Mola fortress at the mouth of the harbor. An aid from the military governor immediately after visited the ship to welcome the Admiral to our waters; while a commissioner from his father's native place, Ciudadela, also hastened aboard, accompanied by our consul, B. H. Robinson, Esq., of Pennsylvania, to offer him the hospitalities of that ancient city.

And now I must beg leave to correct a statement I made in my last, about the Admiral's having visited the town of Mercadal some thirty years ago. It turns out to have been some other officer of a similar name. And the fact seems pretty well established that George Farragut, our hero's father, belonged to Ciudadela. The Admiral himself brings with him, and exhibits freely, a book containing his pedigree, and tracing back his ancestors to the thirteenth century, when they came over from the Peninsula to the conquest of these islands, with Alfonso III. His family's ancient coat-of-arms is a horse-shoe with three golden nails. This queer device is explained by the family name itself, which is a derivative from *farradura* signifying a horse-shoe. Many ancient titles of nobility, in these countries, have a similar origin. In a visit I paid to the *Franklin* the other day, a gentlemanly officer called my attention to this same horse-shoe engraved on a silver pitcher in the Admiral's cabin. I am told that his actual coat-of-arms, adopted at the present time, is a modification of this same *farradura* by the addition, within the outlines of the horse-shoe, of a squadron of men-of-war in line of battle—"swinging round the circle," I suppose, in the way he manœuvred his ships when he whaled those Southern chaps so, in New Orleans and Mobile.

The day following the arrival of the *Franklin*, Farragut paid his respects to the military and civil authorities, being received with all the honors due his high rank. On the succeeding day he was waited upon by a deputation from our city government, composed of the mayor and two common councilmen, who offered him the hospitalities of the city. They conversed at length with our brave Admiral and his lady, expressing themselves highly pleased with their interview. Our brave chieftain and his estimable wife have won the esteem of all with whom they have come in contact.

The military governor and staff also paid their respects to him, and were received with the customary salutes.

A committee from the nobility of Ciudadela soon after waited on him, begging him that he would visit his father's birth-place in their company, even if only for a single day, and assuring him that its inhabitants were anxiously waiting for a favorable answer to their request. The Admiral with pleasure acceded to their invitation.

On Tuesday, the 24th, he returned the visit of our municipal authorities at the City Hall, where he was received by the *alcade* and common councilmen or *ayuntamiento* with mace bearers at their head. There a half hour was spent in pleasant conversation, mainly carried on in Spanish, which the Admiral speaks remarkably well. Refreshments had been prepared for himself and staff, after partaking of which the Admiral took his leave, expressing himself gratified at the expressions of welcome spontaneously manifested by the inhabitants.

Mrs. Farragut has been presented with a fine piece of confectionery, three or four feet high, in the shape of a Chinese temple, surmounted by a blue silk flag, with the Admiral's four silver stars. It is the gift of a Mr. Bationi, whose son, a purser in the United States Navy, and a native of Mahon, is a protege of our noble admiral.

Never was the "banner of beauty and glory," as Speaker Colfax has it, so beloved by the people of Europe as in our day and generation. Our gigantic civil war has taught them the strength of popular institutions, and has done a great work for the European democracy. Those who longed and prayed for the downfall of our glorious Union, are now the first to pay it homage in the person of one who was chiefly instrumental in knocking their pet Southern Confederacy to pieces.

After spending the Christmas holidays in this place, the Admiral and his lady, on Thursday last started in a coach and four for the west end of the island, accompanied by the Admiral's staff and the Ciudadela committee.

On Tuesday of next week our principal casino, composed of Mahon's upper ten, give a grand ball to Admiral Farragut in the spacious hall of their club-rooms. It promises to be a brilliant affair. I understand the Admiral, in accepting the invitation, said he did so only because of its coming from citizens of Minorca, as Mrs. F. was not fond of such entertainments.

THE REVENUE MARINE SERVICE.

A COMMUNICATION was laid before the House of Representatives last week from the Secretary of the Treasury, in relation to the vessels engaged in the revenue service, sent in response to a resolution of the House, of September 30, 1867. The communication embraces a report from the Commissioner of Customs, showing the entire cost of maintaining the revenue service for the year ending September 30, 1867, and giving the amounts expended in each collection district. The report shows a total cost for the service of \$1,155,396 03. The vessels sold in the last ten years reached in the aggregate the sum of \$156,595 25. The number of officers in this service is given as follows: Captains, thirty-five; first lieutenants, thirty-nine; second lieutenants, thirty-one; third lieutenants, forty-three; chief engineers, twenty-two; first assistant engineers, twenty-four; second assistant engineers, twenty-four. A number of vessels have been

sold since April 20, 1866, and replaced by others more suited to the service and less expensive. In regard to the six steamers on the lakes, the Secretary says: The six steamers employed on the lakes are not of the character best suited to the wants of the revenue service, but their services are by no means unimportant or valueless, and as they were placed there by Congress, in view, perhaps, of weighty considerations, aside from the ordinary purposes of the revenue, he does not feel at liberty to recommend the sale of them unless they can be disposed of without sacrifice. He suggests that if Congress shall be of opinion that these vessels are unsuited for revenue purposes and shall deem it advisable to dispose of them, that in the bill authorizing their sale the minimum amount for which they shall be sold be inserted. In addition to the vessels now in service there are required for use steamers to meet the peculiar wants of two collection districts on the Atlantic coast, and two on the Pacific, namely: Charleston and Mobile, Columbia river, Oregon, and Alaska, in the new possession recently acquired from Russia. The first two ports require strong-built and capable side-wheel steamers, of light draught, the shoalness of the waters preventing the present employment of the ordinary vessels, while the new Northwestern territory requires vessels properly constructed, in view of the peculiarities of the coast and climate. The department has put in service at the ports of New York and Boston small steam tugs commanded by a revenue cutter officer, in lieu of the open boarding boats heretofore employed at those ports, which, while rendering more efficient protection to the revenue, are attended with less expense than the open boats referred to, and at the same time enable the department to reduce somewhat the number of other vessels employed in the service. These tugs have made and are making daily many seizures, and, in addition to the duty of preventing smuggling, act as a police over the shipping in the harbors. With this system of small tugs confined to the harbors, with proper vessels for duty on the coast for the purpose of boarding in-coming vessels, examining manifests and rendering aid to distressed vessels during the Winter season, as required by acts of Congress, the department has every reason to believe that not only great benefits will accrue to the revenue in the prevention of smuggling, but also much life and property will be saved from shipwreck. The entire cost of maintaining the revenue cutter service for the year ending September 30, 1867, was \$1,155,400.

PROSCRIPTION OF SOLDIERS FOR POLITICAL OPINION'S SAKE.

NOTHING could be more injudicious than any attempt to deprive General Hancock, or any other officer of distinguished services in the late war, of his military rank, on account of his supposed political bias, or in response to any errors in command of one of the Southern Districts. We are glad that the indications of a purpose to pursue such a course in the case of General Hancock have been so slight; but they have still been substantial enough to warrant a reference to the policy they illustrate as something especially to be avoided.

Honors won in the field, by gallantry under hostile fire, ought to be held by a stronger tenure. It is one of the results of the state of affairs in this country just now that soldiers are called upon to perform civil duties. This is for some reasons to be regretted, but it is a stern necessity. But that for any deviation in the administration of those duties from the idea of right maintained by any political party, they should lose their rank as soldiers, is most unnecessary, and not to be thought of for a moment. Certainly they should be made removable from their civil command upon any display of unfitness to manage it, for a political reason or any other; and if the President is not to be trusted with the business of removing them, it should be placed in other and better hands. But their shoulder straps should not be stripped off, by any power in the land, for acts the result of political thinking. Such a measure would, if carried out to a full extent, be productive of innumerable evils. We can imagine some of them by conceiving for a moment the democracy in possession of the power in all the departments of the Government. That this would be followed by the withdrawal of Meade and Schofield and the other Commanders in the South, and the appointment in their places, (if we can suppose the places themselves to be left) of such men as Rousseau and Granger, would be natural enough, and to be expected as well as to be deplored. But that a majority vote in Congress should tear off the rewards of a hundred victories from the shoulders of Grant and Sheridan and Sherman, and send them into private life for their faithfulness to the idea of equal rights, would be indeed an atrocity. A soldier's promotion, won by courage and skill in the hour of danger and trial, should be held forever sacred from political interference; and we cannot doubt that Congress will find some way to effect any needed changes in the South, without violating this important principle.—*Boston Advertiser Jan. 21st.*

NEW BOOKS.

THE UNITED STATES REGISTER, or Blue Book, for 1868, compiled by J. Disturnell, is published by the American News Company. This book is presented as a handbook of reference for matters pertaining chiefly to the Government of the United States. It also contains information compiled from the last Army and Navy Registers.

THE CONGRESSIONAL DIRECTORY, for the second session of the Fortieth Congress, compiled by Ben Perley Poore, clerk of Printing Records, has been received. It contains much valuable information, giving, among other matters, a brief biographical sketch of every member of the present Congress.

We have received the first number of the *Soldier's Bulletin*, which is to be published every Saturday, at the printing office at Governor's Island. The reading matter, both original and selected, is just such as is calculated to interest the class of readers for whom the *Bulletin* is intended, and we wish it a prolonged and successful career.

NAVY GAZETTE.

REGULAR NAVAL SERVICE.

ORDERED.

JANUARY 18.—Ensign Willard H. Brownson, to duty on board the *Wampanoag*.
Boatswain Robert Anderson, to duty at the Navy-yard, Norfolk, Va.
JANUARY 20.—Second Assistant Engineer J. W. Hallihan to duty on board the *Ascutey*.
Second Assistant Engineer F. C. Goodwin, to duty on board the *Legion*.
Second Assistant Engineer C. J. Habighorst, to duty on board the *Pinta*.
Second Assistant Engineer William A. Mintzer, to duty on board the *Glasgow*.
Third Assistant Engineer C. F. Nagle, to duty on board the *Sorrel*.
Third Assistant Engineer G. F. Sweet, to duty on board the *Rose*.
JANUARY 21.—Passed Assistant Surgeon Wm. S. Fort, to duty at Naval Hospital, New York.
JANUARY 22.—Passed Assistant Surgeon George A. Bright, to duty at Naval Hospital, Washington, D. C.
Assistant Paymaster S. D. Hurlbut, to the *Penobscot*.

DETACHED.

JANUARY 18.—Boatswain John A. Selmer, from duty at the Navy-yard, Norfolk, Va., and placed on waiting orders.
JANUARY 21.—Surgeon James McClelland, from Marine Rendezvous, Philadelphia, on the 31st, and ordered to the Naval Rendezvous, Philadelphia, on the 1st February next.
Passed Assistant Surgeon J. M. Flint from the Naval Hospital New York, and ordered to the Naval Hospital, Chelsea, Mass.
JANUARY 22.—Surgeon P. Landsdale, from the Naval Rendezvous, Philadelphia, on the 1st of February next, and placed on waiting orders.
Passed Assistant Surgeon E. D. Payne, from the Naval Hospital, Washington, D. C., and placed on waiting orders.
JANUARY 23.—Lieutenant J. B. Coghlan, from the South Atlantic Squadron from the 25th ult., and placed on waiting orders from the 22d inst.
JANUARY 24.—Commodore James Alden, from the command of the *Minnesota*, and placed on waiting orders.
Lieutenant-Commanders R. F. Bradford, A. R. McNair, W. R. Bridgman, E. E. Preble, Lieutenant C. J. Barclay, Ensign F. M. Barber, Surgeon Charles Everfield, Passed Assistant Surgeon J. W. Coles, Assistant Surgeon W. F. Terry, Chief Engineer Charles H. Loring, First Assistant Engineer Isaac S. Finney, Second Assistant Engineers J. H. Harmony and C. W. Breaker, Chaplain Thos. G. Salter, Boatswain Z. Whitmarsh, Gunner Charles Stuart, Carpenter John A. Dixon, and Sailmaker David Bruce, from the *Minnesota*, and placed on waiting orders.
Paymaster James Fulton, from the *Minnesota*, and ordered to settle his accounts.
Assistant Paymaster A. J. Greeley, from the *Penobscot*, and placed on sick leave.

RESIGNATION ACCEPTED.

JANUARY 18.—Midshipman Robert F. Lytle, of the Naval Academy.

VOLUNTEER NAVAL SERVICE.

ORDERED.

JANUARY 18.—Mate Robert Willis, to duty on board the *Saratoga*.
JANUARY 21.—Acting Master Wm. T. Buck, to the Naval Station, League Island, Philadelphia, Pa.
JANUARY 24.—Acting Passed Assistant Surgeon S. P. Boyer, to the Asiatic Squadron.

DETACHED.

JANUARY 20.—Acting First Assistant Engineer George Faron, and Acting Second Assistant Engineer R. B. Swift, from duty on board the *Ascutey*, and granted leave for discharge.
Acting Second Assistant Engineer John T. Buckley, from duty on board the *Pilgrim*, and granted leave for discharge.
Acting Second Assistant Engineer Benjamin W. Fowler, from duty on board the *Pinta*, and granted leave for discharge.
Acting Second Assistant Engineer J. A. B. King, from duty on board the *Nina*, and granted leave for discharge.
Acting Second Assistant Engineer A. M. Clements, from duty at the Navy-yard, Norfolk, Va., and granted leave for discharge.
JANUARY 21.—Acting First Assistant Engineer George Gillespie and Acting Second Assistant Engineers James Patterson and Joel M. Wheeler, from the *Newbern*, and granted leave for discharge.
JANUARY 24.—Acting Volunteer Lieutenant F. F. Barry, from the *Quinebaug*, and granted leave for discharge.
Mate John Mack from the *Minnesota*, and placed on waiting orders.
Acting Third Assistant Engineers Geo. Holton and L. G. Hart, from the *Minnesota*, and granted leave for discharge.

ORDERS REVOKED.

JANUARY 18.—Mate T. W. Jones, from the receiving ship *Fernont*, and ordered to duty on board the *Purevior*.
Mate Anthony T. Jennings, to duty on board the *Purevior*.

DISCHARGED.

JANUARY 20.—Acting Second Assistant Engineer William H. Anderson, of the *Glasgow*; and James W. Mellor, of the *Rose*.

HONORABLY DISCHARGED.

The following Volunteer Naval officers have been honorably discharged from the service of the United States since last report:

JANUARY 18.—Acting Ensign J. F. Blanchard, Mate W. H. Omev, Acting Past Assistant Surgeon Scollay Parker, Acting Second Assistant Engineer Benjamin James.
JANUARY 21.—Acting Second Assistant Engineer M. C. Heath, Acting Second Assistant Engineer Isaac McAllister, Acting Second Assistant Engineer W. T. Warburton, Acting Ensign C. A. Stewart.
JANUARY 22.—Acting Ensign S. H. Howell.
JANUARY 24.—Acting Second Assistant Engineer H. H. Arthur, Acting Third Assistant Engineer Phillips White, Jr.
Acting Masters Robert Y. Holley and James Van Boskirk, from January 14th.
Acting Ensigns J. C. Vattey, from January 15th, and G. A. Patchke, from January 17th.
Acting Assistant Surgeon Nelson Ingram, from January 18th.
Acting Assistant Paymasters H. G. Gregory, from November 21st, 1865; R. E. Patterson, from December 12th, 1865; J. H. Hathaway, from March 10th, 1866, and L. L. Brigham, from March 13th, 1866.
Acting Third Assistant Engineer J. W. Clements.

LIST OF DEATHS

In the Navy of the United States, which have been reported to the Chief of the Bureau of Medicine and Surgery, for the week ending January 25, 1868:

James Roy, ordinary seaman, January 13th, Naval Hospital, New York.
Constant F. Davis, secretary to commander-in-chief, December 12, 1867, U. S. steamer *Guerriere*, Rio de Janeiro.
Alex. McDonald, seaman, December 10th, U. S. steamer *Pawnee*, Brazil.
Horace L. Peterson, admiral's secretary, November 21st, U. S. steamer *Hartford*, Nagasaki, Japan.
Wm. Mackintosh, seaman, November 3d, U. S. steamer *Onondaga*, at sea.
Edward Howard, landsman, November 12th, U. S. steamer *Pawnee*, Brazil.
James Galvan (colored), landsman, December 9th, Naval Hospital, Mare Island, California.
Charles Smith, marine, January 21st, Marine Barracks, Portsmouth, N. H.
Charles Wilson, quarter gunner, January 14th, U. S. steamer *Minnesota*.
Peter McCann, first-class fireman, January 7th, U. S. steamer *Jean Claude*, New Orleans.

LETTERS IN THE NEW YORK POST OFFICE.

The following is a list of letters remaining in the New York Post-office on the given dates. These letters are retained in the New York Office for one month from date, after which they are sent to the Dead-Letter Office, Washington.

ARMY.

JANUARY 25TH.

Bethun, Jas. V., General. Getty, R. I., Inspector General.
Gardner, Asa B., Lieutenant. Moore, Thos., Battery C, First
Ninth U. S. Infantry. U. S. Artillery.

ARMY.

JANUARY 29TH.

Davis, Thos. A., Brigadier-General. Morgan, H. C., Brevet Lieutenant-Colonel.
Henry, Guy T., Captain. Mayell, Henry, Lieutenant.

NAVY.

Brown, John, steamer Susquehanna. Bullis, Commodore.
Gilbert, H., steamer Susquehanna. Foster, Edw., Paymaster.
Gooley, John, steamer Susquehanna. Jones, Thos., ship Womponiwak.
Jackson, John, steamer Susquehanna. Lockhard, Jas., Vermont.
King, Wm., steamer Osceola. Luck, John T., Surgeon.
King, Michl., steamer Susquehanna. Macintire, B. F., Lieutenant, steamer Miami.
Schwaba, Wm., steamer Susquehanna. Miller, John, frigate Susquehanna.
Wall, Robt., steamer Susquehanna. Nicholson, John J., U. S. steamer Bronx.
Toopkins, D. D., Captain, revenue cutter Relief-2.
Verlin, Richard, revenue steamer Jessemine.

Letters have been received at this office for the following persons: Captain Samuel R. Honey, Lieutenant Axel S. Adams, General Hazen, 2; Lieutenant M. Manyan, Midshipman M. S. Day, Captain M. J. O. Rourke, Captain Wm. J. Reays, Lieutenant Commander Benj. F. Day, Captain F. M. Baker, Lieutenant Daniel P. Knowlton, Lieutenant H. McNeill, Captain B. L. Fletcher, 4.

THE NATIONAL GUARD.

COURT-MARTIAL CASES.—General Orders No. 2, from the Headquarters of the First Brigade, promulgate the proceedings of a General Court-Martial in the cases of Captains John W. Leonard, John Mullally, Wm. D. Marsh, and Second-Lieutenant Wm. J. Orr, of the Second regiment. In publishing Court-Martial proceedings it would be better to follow the forms used in the regular service, and place the finding of the court in each immediately after the plea of the accused, and not all together at the end, as in the present case. The charges against the officers are as follows: Captain Leonard is charged with "disobedience of orders" and "conduct to the prejudice of good order and military discipline." The first specification of the first charge avers that the captain failed to obey an order directing him to send a copy of the Descriptive Book of his company to the regimental adjutant. The second specification declares that the captain failed to make a report of the numbers of his company present, etc., at a parade of the regiment on the 30th of last September. The specification to the second charge is to the effect that the accused, being in uniform and in command of his company on the 30th of Sept., after receiving an order from regimental headquarters requiring his company to parade, did, in the presence of enlisted men, refuse to obey said order, saying, "I have no command, and I will go home, and my men can do likewise." The accused pleaded Not guilty to these charges and specifications. Captain John Mullally was charged with "disobedience of orders," the specifications under the charge setting forth that he failed to make the required report for the parade on the 30th of Sept., and did also fail to furnish the adjutant with a copy of his company Descriptive Book when ordered so to do. To which charge and specifications the accused pleaded Not guilty. Captain W. D. Marsh was charged with "disobedience of orders," the specification setting forth that he failed to furnish the regimental adjutant with a copy of his company Descriptive Book when ordered to do so. The accused failed to appear and plead to this charge, and was proceeded against in accordance with Par. 157 of the State Regulations, as if he had pleaded Not guilty. Second-Lieutenant W. J. Orr was charged with "unofficer-like conduct," and "conduct to the prejudice of good order and military discipline." The specification under each charge is the same, and avers that the accused, after reporting for duty at a parade of the regiment on the 30th day of Sept., did, in disobedience of the orders of the colonel of his regiment, and the commanding officer of his company, order a number of the enlisted men of said company to fall out of the ranks, and did parade with them separate from said regiment with an organization styled "The Grand Army of the Republic." The Court acquitted Captains Leonard and Mullally, and sentenced Captain Marsh "to be cashiered," and Lieutenant Orr "to be cashiered and incapacitated from holding any military commission." Brigadier-General Wm. G. Ward, commanding the First Brigade, makes the following remarks on the cases:

The proceedings, findings and sentences in the foregoing cases are approved. Captains John W. Leonard and John Mullally are hereby released from arrest, and will return to their duty upon receipt of this order. They are admonished, however, that their conduct has been shown by the evidence to be at least indifferent to the best interests of their commands, and to be a disgrace to the future, this having been the second time that they have been brought before a Court-Martial within a year. Captain William D. Marsh and Second-Lieutenant William J. Orr cease to be officers of the National Guard from this date, unless they shall appeal to higher authority within the time required by law.

FOURTH REGIMENT.—An election to fill the vacancy in this regiment caused by the resignation of Lieutenant-Colonel Thorpe, was held at the Armory in Broadway on Saturday evening, Jan. 15th inst. Colonel H. D. Hull presided, and Captain George H. Mott and Lieutenant B. F. Mills acted as tellers. The balloting resulted in the choice of Captain A. W. Maxwell, who received ten votes out of eleven cast. Lieut.-Colonel Maxwell has been connected with the Fourth regiment since its organization, and at the breaking out of the war was among the first to join Duryea's Zouaves. He was severely wounded while in the service. After the election the officers were invited by the newly-elected officer to partake of a collation. Speeches were made by Colonel Hull, ex-Lieutenant Thorpe, and others.

SEVENTY-FIRST REGIMENT CONCERT.—The second grand concert of this regiment was given at Steinway Hall by the Seventy-first N. G. S. N. Y. Band, on Tuesday evening, 25th inst. Although the weather was unpleasant, the hall was comfortably filled. The programme opened with an arrangement by Downing of the "March des Amazons," which was given by the whole band, and was loudly cheered. The Overture "Rienzi" was, to our musical ear, the gem of the evening. A single instrument began the strain in a low and solemn minor, gradually swelled by other instruments, until the full grand harmony of Wagner's music filled the room. Godfrey's Waltz "Adele" is so well known that little need be said about it, except that it was well rendered. Neukomm's song, "The Land,"

gave Mr. J. R. Thomas an excellent opportunity for displaying his fine baritone voice. He lost none of his laurels in the next song he gave in response to the loud encores.

We were on the *qui vive* to hear Pattison's "Grand Polka de Concert," and were not disappointed in our expectations. For some ten minutes he held the audience spell-bound, and when he concluded the silence was broken by thunders of applause, which did not cease until he had seated himself at the piano. Mrs. Mozart's solo, "Maiden Mine," was not as suitable for her voice as "France I Adore Thee," which she gave in response to an encore, and which was finely rendered. Her duet with Thomas, "O'er Shepherd's Pipe," was full of pathos and beauty.

The grand selection from the new opera of "Don Carlos" was full of startling effects, and was given by the full band with fine effect. The "Fackeltanz—Meyerbeer," opened with a shock from the bass, viol and drums which nearly took us off our seats. The most of the music of this piece was heavy, but occasionally relieved by lighter strains of soft and pleasing melody. The selections from the popular "Duchesse de Gerolstein," were greeted with hearty applause. The concert concluded with a "Grand Concert Medley," arranged by Val Hamm. The entire concert was a fine one, and it is to be regretted that the inclemency of the weather kept many from attending who could have appreciated the musical treat afforded.

STATE MILITARY ASSOCIATION.—Last week we laid before our readers a full summary of the doings of the State Military Association at its recent meeting in Albany. We think we now do the association no injustice in saying that no business was transacted by it which was of vital importance to the National Guard, and that the interests of the military organization of the State would not have seriously suffered had the meeting been altogether omitted. We do not say this from any spirit of hostility to the association, for which, we believe, there is a sufficient and appropriate sphere, but rather because we desire to see this body of officers exercise a greater influence than it at present does.

It seems to us that, although at the present time the Code is far from perfect, it would be much better not to try to have it amended by the Legislature until its provisions are so faulty as to seriously endanger the well being of the entire body of State soldiers. The best resolution that the association could adopt would, according to our mode of thinking, be one which rendered it necessary for a member proposing a resolution to amend the Code, to prove the absolute necessity of such amendment before allowing him to introduce one. To us it savors a little of the farical for a body of officers to act as if they were a caucus which was to dictate the action of the Military Committees of the Senate and Assembly, whereas, in reality, whatever influence they may have with the members of these committees is due to their personal influence and not to that of the association to which they belong. The first article of the constitution of the association states that its chief object "shall be to foster, encourage and perfect a thorough military system," and it is in following out this object that we believe the association will do the most good, and exercise the greatest influence.

We propose to discuss the subject more at length hereafter.

TWELFTH REGIMENT.—Battalion drills are ordered in this command as follows: Companies C, D, H, I and F will assemble in fatigue uniform, with leggings, at the State Arsenal, on Seventh avenue and Thirty-fifth street, on Thursday evening, Jan. 30th. Companies B, K, A, G and E, will assemble, as above, on Monday evening, Feb. 3d.

Line on each occasion will be formed at 8 o'clock p. m. First sergeants' call at 7½ o'clock. Field and staff will report to the colonel; non-commissioned staff, and the field music of the respective companies, to the adjutant, fifteen minutes before the time of formation. Any member appearing without leggings will be reported as absent, and not allowed to fall in.

The following changes are announced:

Promotions.—Second-Lieutenant Robert Donald, Company K, to be first lieutenant, vice Whitenack, resigned. Rank from Jan. 15, 1868.

Discharges.—D. W. Lee, Company G, Jan. 4, 1868, removed from district; James Scott, Company G, Jan. 4, 1868, removed from district; F. L. Sherman, Company I, Jan. 24, 1868, removed from district; D. D. Davis, Company I, Jan. 24, 1868, removed from district; Wm. Calhoun, Company I, Jan. 23, 1868, expiration of term of service; James F. Clark, Company I, January 23, 1868, expiration of term of service; Wm. H. Avery, Company A, Jan. 15, 1868, expiration of term of service; Aug. E. Watson, Company I, Jan. 23, 1868, expiration of term of service.

Expulsions.—The action of the following companies in expelling the members named below, for violation of company by-laws, and total neglect of duty, has been approved, and their names directed to be stricken from the rolls:

Company G, Fred T. Mable, 152 Hammond street; Company I, H. E. Spinning, 105 Third avenue; Company I, J. S. Warden, 77 Beach street; Company I, William A. Harding, 149 First avenue; Company I, F. E. Wilson, 176 Beecher street; Company G, Geo. W. Farnan, 92 Jane street; Company I, G. H. Schultz, 155 Broadway; Company I, John McNair, 201 Broome street; Company I, Henry Schmitt, 144 Division street; Company I, Joseph Smith, 169 Third avenue; Company I, D. Levi, 33 Bayard street.

FOURTY-SEVENTH REGIMENT.—An election to fill the vacancy in this regiment caused by the resignation of Lieutenant-Colonel Banks, was held at the Armory in Brooklyn, E. D., on Saturday evening the 25th inst. Colonel J. V. Meserole presided, and the ballot resulted in the unanimous promotion of Major D. E. Austin to be lieutenant-colonel. An election was then held to fill the position made vacant by the promotion of Major Austin. The contest for the majority was quite spirited, the candidates being Adjutant I. J. Geary and Captain A. H. Rogers of Company C. Twenty-four votes were polled, which were equally divided on the first ballot. On the second ballot Captain Rogers received thirteen votes, and Adjutant Geary eleven, whereupon Captain Rogers was declared duly elected. Lieutenant-Colonel Austin is a good officer, who thoroughly understands his duties as major, and his promotion is, therefore, a good one for the regiment, as well as well deserved. Captain Rogers has proved himself an efficient company commander, and will doubtless do as well as a field-officer. The Forty-seventh has an active and efficient field, and we look for a brilliant future for the regiment.

COMPANY K, EIGHTH REGIMENT.—This company, Captain Wm. Green commanding, were surprised while drilling at the armory last Wednesday evening by a party of young ladies and gentlemen, accompanied by musicians, and bringing estates and other concomitants of such occasions. The armory was at once given up to the surprising party, who at once made arrangements for dancing, which they commenced and kept up until a late hour.

FIRST BRIGADE.—Brigadier-General Ward has issued the following order: Regimental courts-martial for the trial of delinquencies among the non-commissioned officers, musicians and privates of the Second, Twelfth and Seventy-first regiments of Infantry, respectively, are hereby ordered to convene on Thursday, 13th February next, at 8 o'clock p. m., as follows: For the Second Infantry, at the

regimental armory, corner of Hall place and Seventh street—detail for the court, Lieutenant-Colonel Dennis DeCourcy, Second Infantry; for the Twelfth Infantry, at the regimental armory, southeast corner of Broadway and Fourth street—detail for the court, Captain Henry B. Smith, Company D, Twelfth Infantry; for the Seventy-first Infantry, at the regimental armory, at Centre Market—detail for the court, Lieutenant-Colonel Harry Rockefeller, Seventy-first Infantry.

The officers detailed as above are directed to permit as little delay as possible in the trial of the delinquencies and deficiencies aforesaid, and to give their personal attention to the collection of the fines imposed. Too much discretion has heretofore been allowed to marshals; their duty is simply to collect, and imprison in default, and they should be held to its strict performance, without fear or favor.

RESIGNATION OF COLONEL WILCOX.—We understand that Colonel Wilcox, of the Ninth regiment, has tendered his resignation, to take effect on the 22d day of next February. The colonel has been very successful in his efforts with his regiment, and we shall be sorry to learn that his decision is final. We have not learned whether Lieutenant-Colonel Braine is a candidate for the position, but already we have heard several other gentlemen mentioned in this connection, the most prominent of whom are Brevet Brigadier-General J. Hendrickson and Major D. W. Diggs, of General Shaler's staff. General Hendrickson served with the Ninth during the war, entering the regiment as captain of Company G. He greatly distinguished himself on the battle-field, and was severely wounded at Fredericksburg while leading a charge at the head of his regiment; he received a wound in the right leg in this battle while at the head of his men which rendered amputation necessary. He was subsequently appointed colonel in the Veteran Reserve Corps, and afterwards commanded the post of Boston Harbor.

Major Diggs also served during the war with the Ninth, and was at one time its major. At the reorganization of the regiment, on its return from active service, he was elected captain of Company G, and resigned last Spring to take the position he now holds on General Shaler's staff. Either of these officers would be acceptable to the regiment, and, as they are good and thorough soldiers, would certainly carry on the work so ably begun by Colonel Wilcox.

ELEVENTH REGIMENT.—The several companies of this regiment will assemble at the regimental armory, in fatigue uniform, armed and equipped for battalion drill, as follows: Companies D and G, on Wednesday, January 29th; Companies E and F, on Thursday, January 30th; Companies A and B, on Friday, January 31st; Companies C and H, on Tuesday, February 4th; Companies I and K, on Thursday, February 6th. Line will be formed at 7½ o'clock p. m. precisely.

Companies F and B, whose regular drill nights are on the 4th and 6th of February, respectively, will drill at the upper room.

Sergeant Michaels, Company F, has been appointed color-bearer, and Sergeant Frederick Schleich, right general guide. Henry L. Schaffner has been ordered to report to his company for duty.

COMPANY B, FIRST REGIMENT.—The third annual ball of Company B, of the First regiment, Hawkins' Zouaves, will be held at the Casino, East Houston street, on Thursday evening the 6th inst.

DRILL OF THE SEVENTY-FIRST REGIMENT.—On Monday evening a battalion drill of this regiment in the new tactics took place at the State Arsenal on Thirty-fifth street. Lieutenant-Colonel Harry Rockefeller was in command, owing to the illness of Colonel Parmele. The line was formed shortly after 8 o'clock, and the drill began with the manual, in which the battalion were well posted in the new manual, and for the comparatively short time the men have been drilling in it. The battalion movements executed consisted of right and left fronts, and right and left wheels, into line; the different formations in close column and deployments; single and double rank formations; the breaking from the right to march to the left by fours and by company, etc., etc. We noticed some of the men on the left of the battalion talking and moving about while the regiment was at "parade rest," instead of standing steady. In the absence of the colonel and major, the lieutenant-colonel was ably assisted by the adjutant and sergeant-major. About 250 men were in line. Among the spectators present, we noticed General Ward. The next drill of this regiment, takes place February 11th, at same time and place.

It is rumored that this regiment intend giving a grand concert and hop at Pike's Opera House on the 22d of February.

MISCELLANEOUS.—Red tape has often been burlesqued, but we doubt if a more extreme case was ever recorded than the following, credited to the English War Department: "There is a tradition, said to be historical, concerning a clerk in the War office, who once wanted a peg whereon to hang his hat. To save the expense of a carpenter, he applied for a hammer and nail with which to drive it in himself. Six months passed before he received any answer to his request, and he had long ago set up a peg of his own, when a special messenger from the Tower arrived in Pall Mall with a hammer sent to him at last through the medium of numberless requisitions and authorizations. At the same time he was informed that it was not the province of the Tower officials to supply nails, but that these would come to him from Woolwich, and, after a few months' further waiting, they really did arrive—a pound of nails, brought by a great ambulance wagon, with its half dozen horses and its dozen attendants."

An old officer of the Army used to say that the three duties of a quartermaster, as understood by the quartermaster himself, were: first, to make himself comfortable; second, to make himself more comfortable; third, to make himself most comfortable. If any time remained, he was to employ it in making everybody else uncomfortable.

FIFTH REGIMENT.—The officers and non-commissioned officers of this regiment are ordered to appear, in fatigue dress, at the State Arsenal, corner of Seventh avenue and West Thirty-fifth street, for drill and instruction as follows: The officers and non-commissioned officers of the right wing, on Thursday, February 6th, and on Monday, March 2d, at 8 o'clock p. m.; the officers and non-commissioned officers of the left wing, on Tuesday, February 18th, and on Friday, March 20th, at 8 o'clock p. m. Line will be formed by the adjutant at 8 o'clock p. m. precisely. Lieutenant-Colonel Joseph Hillenbrand is detailed to instruct said officers at these drills.

The commandants of companies, whose company drill nights will fall upon the aforeappointed nights, will detail one lieutenant to drill the privates of their respective commands, and will themselves, with their other lieutenant and non-commissioned officers, attend these drills at the State Arsenal.

At the annual meeting of the Board of Officers of this regiment, held at the regimental armory, Nos. 156 and 160 Hester street, on

Monday evening, January 27th, the following officers of the Board of Officers were elected,

Secretary—Adjutant Philip F. Smith.

Treasurer—Captain John E. Meyer.

Finance Committee—Major William Seebach, Captain Jacob Eiler, and Lieutenant George Strippel.

Army Committee—Captain L. G. Theodore Bruer, Captain Adam Keim, and Captain Henry Klobner.

All communications and regimental business must be sent in writing to the adjutant, Philip F. Smith, at his office, No. 69 Wall street, who is ordered to report the same to the colonel commanding.

The adjutant will attend to all business connected with the regiment at his office, on Wednesday and Saturday of each week, between the hours of 3 and 5 o'clock, P. M. at which time and place he may be personally communicated with.

NINTH REGIMENT.—Colonel Wilcox announces that the following-named members of this regiment not having reported for duty to their respective companies, nor having paid any attention whatever to notices served on them for several months, are considered as deserters:

John S. Huyler, Company B, last residence, No. 117 East Forty-eighth street; Thomas W. Royer, Company B, last residence, No. 840 East Eighteenth street; David Johnson, Company B, last residence, No. 39 Seventh street; William Johnson, Company B, last residence, Forty-eighth Precinct Station House, Brooklyn; Charles R. Nicholson, Company B, last residence, No. 12 West Thirty-sixth street; John W. Schriber, Company B, last residence, No. 35 Watts street; John E. Kinney, Company B, last residence, No. 121 Charles street; T. W. Cusack, Company G; F. L. Lauer, Company G; G. W. Mansfield, Company G, No. 25 Jane street; J. C. Green, Company H, No. 218 Water street; Ignatius Fox, Company H, corner Fifth street and Seventh avenue; Wm. H. Knight, Company H, No. 18 West Washington Place; James N. Chesebrough, Company H, Duane street; Wm. H. Phelan, Company H, No. 81 Beaver street; Charles M. Myers, Company D, No. 81 Maiden Lane; Joseph E. Armour, Company K, at Haughwout's, No. 490 Broadway; J. G. Case, Company K, No. 71 Nassau street, and No. 85 West Fortieth street; Charles A. Gunn, Company K, No. 258 Grand street; George Hanson, Company K, No. 1,252 Broadway; John H. Halpin, Company K; Henry Holdane, Company K, No. 207 East Fifth street; Theodore R. Jones, Company K, first store, Hudson street, above Spring; James McGuinness, Company K, No. 620 Eighth avenue; David H. Speer, Company K; Edgar Sharp, Company K, No. 13 Perry street; Thomas G. Roberts, Company K, Barnum's Museum; Charles H. Webb, Company K; Otho B. Webb, Company K; Joseph W. Owens, Company K, No. 5 Mercer street.

SPEECH OF GENERAL ASPINWALL.—The following is the closing portion of the speech made by General Aspinwall at the opening session of the Military Association in Albany last week:

I trust you will not think me prolix if I ask your attention to one more subject. All of us feel a just and lofty pride in the remembrance of the share of work each in his own order performed during the great conflict. We regard it as one of the most cherished heirlooms we can bequeath to our children; and to have been a National Guardsman during the Rebellion will some day be a title, the honor of which we would not barter for many of a more material distinction. Now, my fellow-soldiers, is there no way by which the National Guardsman in time of peace can win a title even brighter than in the days of war? Is there no attribute more honorable to man, and quite within the grasp of each, than valor? Yes, there is; and let me remind you of what it is.

There are thousands of helpless, starving children, there are thousands of feeble, heart-sick women, and of health lost, decaying old men in the once flourishing South, who now stretch forth their supplicating hands and ask us for assistance. Oh, what a part in our State's history can you now occupy? What an opportunity is afforded you, and without any sacrifice on your part, to surmount the victorious eagle of our State with the bright halo of victory and peace; and as we claim a victory over the bodies of the men of the South, so may we achieve a far more enviable victory over their hearts.

There are upwards of forty thousand men in the National Guard of the State. Think how much benefit it could bestow upon the poor starving people of the South by contribution of one dollar per man—just one single dollar. Think how many tear-dimmed eyes might be made to smile, how many lips to enunciate a blessing, by such a gift from such a source. It would not be the proceeds of some fashionable enterprise, but the free, unostentatious offering to suffering men, from men whose bayonets once crossed with theirs. It would be fighting the old war over again, not with lead and iron, but with bullets of biscuits and bismarcks of bread.

Think of this, my friends, that the stronger in righteous strife are always the warmer to help and the more generous in deed, and do it in the name of suffering humanity; do it in the name of defenseless childhood; do it in the name of women; do it, and win for yourselves the highest title among men and the approbation of the Great Protector of the helpless and bereaved.

In no country does respect for, and willing obedience to, the laws animate so large a proportion of the population as in ours. Here the laws are made for all alike, high and low, rich and poor; no laws exist for privileged classes, and when branches of the laws occur, whether of greater or less magnitude, there is always a majority ready, at all hazards, to sustain the authorities. And be it individual crime, local riot, or wide-spread Rebellion, but one fate awaits—a well-merited punishment.

Although until recently we have not been recognized as a military nation, the men of this country make the most effective troops in the world when well led; and be the cause what it may, America need never fear being left soldierless when she calls upon her sons to arm.

The race of men which enlisted in '76 were found to exist in 1812, 1848 and 1861. The men who at these periods could go forth to battle with a full knowledge of what was before them, and not as mere machines, exclaiming:

Then farewell home and farewell friends,
Adieu each tender tie,
Resolved we mingle in the tide
When charging squadrons furious ride
To conquer or to die.

To horse! to horse! the sabres gleam,
High sounds our bugle call,
Constrained by honor's sacred tie,
Our word is laws and liberty—
March forward one and all.

This race has not died out, and the boys of to-day will make such men for the morrow.

How many a little urchin have we met whose childish eyes would flash and boyish form erect itself when he heard tell of the deeds of the "boys in blue." Oh what a solemn duty we have to perform in cultivating in our sons, by precept and example, this love of laws and liberty. God bless the youngsters and fill them with all that is noble and pure and chivalric, and as they develop into manhood, cause them to cry out—

To love to liberty
Will I devoted be,
For love most willingly
I'd cease to live,
And yet for liberty
My love I'd give.

THE MAYOR AND THE SUPERVISORS.—At a meeting of the New York Board of Supervisors held last Monday, the following communication was received from the Mayor:

MAYOR'S OFFICE, NEW YORK, January 29, 1868.

To the Honorable the Board of Supervisors:

GENTLEMEN: I have this day approved an ordinance adopted by your honorable body, making certain appropriations for county purposes, and among others \$250,000 for armories and drill rooms for the National Guard, in compliance with the requirements of Chapter 477 of the Laws of 1862. I feel it my duty to inform you of this fact, and in the same connection to make your honorable body a few suggestions upon the subject of appropriations and expenditures for this account. The appropriations for armories last year were very large, and the expenditures were greatly in excess of the appropriations. Desirous as I have always been to strengthen and encourage the National Guard as far as was just and proper, I felt

constrained, nevertheless, on several occasions during the past year, to withhold my signature from bills presented and audited for supplies and repairs to armories, because I deemed them unnecessarily large.

Inasmuch, however, as they had been audited by your honorable body, as the legally-constituted Auditing Board of the county, and in all cases nearly by a unanimous vote, I did not interpose a veto, but merely withheld my signature, thus manifesting my disapproval of the expenditures. When the ordinance which I have this day approved was presented to me I made inquiries to ascertain the amounts due for arrears for rents of armories, and for other expenses incident thereto, already audited, and found they amounted to a very large sum. I also ascertained that the annual rents of armories for 1868 amount to \$98,000. To pay these rents and the liabilities already incurred by your honorable body, nearly the whole of the appropriation now made will be required; and I respectfully submit that for the present all further expenditures for this account should cease, except such as may be, upon the most careful examination, found to be absolutely necessary to preserve and protect the public property. I am decidedly in favor of providing each regiment of the National Guard in this city with a suitable armory, substantially, and even handsomely, furnished and equipped. But I am not in favor of any extravagant expenditure, or of giving any encouragement to a spirit of rivalry among regiments in relation to the comparative elegance and style of the armories and furniture. I am willing the county shall be liberal and generous to all the regiments, and always without partiality or favoritism. But there should be less lavishness and more economy. All expenditures should be carefully scrutinized. They should be certified to by the officers of each regiment, and the prices charged should be carefully considered by your honorable body.

I am aware that the whole responsibility for these expenditures rests with your honorable body, made as you are by law the Auditing Board of the County, but I trust and am confident that my suggestions in this communication will not be unheeded. I hope that I shall not be called upon again this year to give my approval or sanction to any further appropriation for the expenses to which I have referred. The balance of the appropriation now made, after paying existing liabilities and accruing rents, should be, and I trust will be, sufficient to meet all the contingent necessary expenses for armories for the current year. If, however, it shall appear that any regiment is still out of an armory, or if additional expenditures for existing armories are called for, I respectfully suggest that before any further liabilities shall be incurred, or expenditures be made, the proper committee appointed by your honorable body will make a careful estimate of what will be necessary, and report the same with a particular statement of the facts for the consideration of the Board, as well as of the Mayor, in order that we may understand in advance the amount actually necessary for the purpose specified.

JOHN T. HOFFMAN, Mayor.

FORMATION IN TWO RANKS.

To the Editor of the Army and Navy Journal.

SIR: Although the question of infantry drill is definitely settled by the adoption of the excellent system of Upton, there is always room for improvement, and we shall lose nothing by discussing the subject. This is my apology for saying a few words on the two-ranks formation of infantry.

It seems to me that the facility of firing is increased by the front rank man being shorter in stature than his rear rank man. I must start with this as a postulate. To make this difference as great as possible, all the smaller half of the company should be the file leaders. And to distribute the advantage as equally as possible both ranks should be sized in the same direction, i. e., both from right to left, or vice versa. There are incidental advantages in this, beside ease of firing. Let us suppose a company to be formed with all the smaller men in front, sized down from the right, and covered by all the taller men also sized down from the right. It will be seen that this formation is particularly adapted to Upton's Tactics, where the front rank never becomes the rear.

First, When the company falls in faced to the right, any inequalities caused by men being absent can be very easily remedied. If more men are absent in the front than the rear rank, transfer from the left of the rear rank to the right of the front, or the reverse.

Second, Men of the nearest equal size always stand side by side. A man's comrades on his right and left remain the same at every drill. The most perfect touch of the elbow is attained.

Third, Every man, except a few in the centre, preserves his proper rank, and does not drill in the front rank at one drill and the rear rank at another.

Fourth, The appearance of the line would, I think, be improved. Fifth, The company could be formed from two ranks to one by the following method: At the command "Form single rank, fours right march," the front rank would advance three paces and halt, the rear rank wheels into fours and marches to the right a distance equal to the front of the company in double rank; then, by command, wheels by fours to the left into line on the right of the rear rank. This seems simpler than Upton's method of having each four take up the march when the preceding four has its distance, because it is difficult to move off in step with, and also at an exact distance from, a rank at so short a distance as the fours have. But the method of forming single rank, given above, is not essential, as that formation is only exceptional.

I will mention here, that the "Scott" of 1826 gives a method, which is very ingenious, for forming the company into two ranks, all the short men being in the front rank and both ranks sized toward the centre.

EGGARPS.

ANSWERS TO CORRESPONDENTS.

MARINE.—The British iron-clad *Black Prince* and *Warrior* were put in commission some time in 1861 we believe. They were among the first iron-clads built in the English Navy.

W. H. S.—Brevet Colonel Guy V. Henry, First U. S. Artillery, is now engaged in compiling the military history of the civilian appointments in the Regular Army. His address is Fort Monroe, Va.

APPLICANT.—You can obtain the information you desire by addressing a letter to the Secretary of War, Washington, or to the Superintendent of the Military Academy, West Point, New York.

NIELS.—The sergeant-major, after having received the report of the last first sergeant, should draw his sword and pass along the front rank to verify the details, to see that the guard is properly formed. The sergeant-major commands "right dress," and the adjutant gives the command *FRONT*. An account of the manner in which guard is mounted at West Point is published in the *JOURNAL* for May 4, 1867.

TRUXTON.—No reduction of the Army has as yet been decided upon, or is likely to be this session. The plan pursued, if a reduction is made, will probably be to designate certain regiments to be disbanded, and then discharge the requisite number of junior officers from each grade, so that many of the officers of the disbanded regiments may still be retained in service and transferred to other regiments.

THE DANAE. which made such an excellent performance in October last, being commissioned for three years sea service, has had another trial trip. She had 247 tons of coal in her bunkers, twelve months provisions, and other stores for a three-years voyage. Last October she drew fourteen feet, and, at this trial, fifteen and a half, mean immersion. But her speed was even greater than before, being with full-boiler power, 13,172 knots; steam pressure twenty-seven pounds; vacuum twenty-seven inches, mean revolutions ninety-six. Half-boiler power, mean speed 11,634 knots; steam pressure twenty-seven; vacuum, twenty-seven; mean revolutions, seventy-nine. This half-boiler speed is 372-1,000ths of a knot better than she made in October, and as this half-boiler speed is the more useful of the two, the gain is something worth having.

THE members of Company F, Twenty-ninth U. S. Infantry, stationed at Lynchburg, Va., have formed a dramatic association, and on Wednesday of last week gave an entertainment at their impromptu theatre, which they style The Schofield Varieties. The pieces played were "State Secrets," "Persecuted Dutchman," and "United States Mail." In speaking of the performance, the *Lynchburg News* says:

The taste and skill displayed in "getting up" the scenery and decorations are worthy of all praise, and when we remember that all has been the work of the soldiers, we must accord them much commendation. Indeed, the simple fact that Company F has among its members men of literary culture and refined taste sufficient to enable them to originate and sustain so creditable a troupe, speaks volumes for the character and standing of its members. How much more rational and praiseworthy is it to seek for enjoyment in the cultivation of these improving and refining pleasures than to resort to those grosser excesses to which soldiers, unfortunately, are but too much addicted. We can imagine no means better calculated to break the monotony and tedium of camp life than this, to which the members of Company F have applied themselves, ministering not only to their pleasure and improvement, but also to the enjoyment of others.

THE President has sent a message to Congress accompanied by all the correspondence and other documents relative to the formal transfer of the Russian American possessions to the United States. Secretary Seward says in his letter of instructions to General Rousseau: It is expected that in the transaction of the important business hereby intrusted to you, it will be borne in mind that in making the cession of the territory, the Emperor of all the Russias has been actuated by a desire of giving a signal proof of that friendship for the United States which has characterized his own reign and that of his illustrious predecessors. On the 5th of December General Rousseau made a circumstantial report of his proceedings attending the transfer, and transmitted to the State Department a copy of the agreement signed by himself and by the Russian Governor and Commissioner. General Rousseau says his intercourse with them, personal and official, was of the most friendly character, and exactly such as he was sure the Secretary desired, and that the inhabitants generally are pleased with the cession of the territory to the United States.

GENERAL Howard, of the Freedmen's Bureau, has received a report from Brevet Major-General W. P. Carlin, of Tennessee, announcing that he had made a tour of inspection to Memphis and Chattanooga, and found complaints of "hard times" among all classes and complexions. In the cotton-growing districts the colored people will suffer, but General Carlin thinks that it will prove a useful lesson, as nothing but actual suffering will appeal to their reason, and impress upon their minds the necessity of economy. He will not take steps to provide for the wants of these people until it becomes absolutely necessary, except at Memphis, where many sick and destitute arrive from all quarters. He thinks that the clamor about destitution in the South has more sound than substance. Lawlessness, laziness, and dishonesty are found on every hand. He, therefore, hopes that Congress will disregard all attempts to induce it to lend money to the planters. Other reports to General Howard tally with this.

A BILL has been introduced in the House of Representatives, for the creation of a National Bureau of Insurance. The proposed Bureau is to be established in the Treasury Department for the purpose of securing performance of insurance contracts. Every person or corporation authorized to insure shall, before engaging in such business in the United States, if a foreign party, or in any State other than that in which such party resides, if not foreign, file a full statement of organization, etc., and deposit with the Commissioner of Insurance U. S. bonds as follows: Fire and marine companies to the amount of \$50,000, and \$50,000 additional for each \$50,000 gross assets; life and health, casualty and other class companies \$100,000, and \$50,000 additional for each \$1,000,000 assets, such bonds to be safely held by the Commissioner and subject to execution for the unsatisfied liabilities of companies after due notice and forms of proceeding is specified.

COLONEL James Worth, Superintendent of Indian Affairs for the Southern superintendency, has arrived in Washington, direct from the Indian Territory south of Kansas. He reports everything very quiet among the Indians in all that section, while the Seminoles and other tribes are making very rapid advances in civilization. It is particularly noticeable among the Seminoles, that schools and institutions for religious purposes have flourished during the past year. Delegations from several Indian tribes are expected to reach Washington shortly for conference with the commission. Among the tribes which will be represented, are the Kiowa, Camanches, Cheyennes, Osages, and Pottawattamies, etc.

THE following alterations have taken place at Fort Columbus, New York Harbor, during the week ending January 28th: In accordance with instructions from headquarters general recruiting service, New York City, a detachment of twenty-four recruits, assigned to the Forty-fifth U. S. Infantry (Veteran Reserve Corps), left depot on the 22d of January, en route to Nashville, Tennessee, under the command of Second Lieutenant H. A. Irgens, Twenty-seventh Infantry.

PRIVATE advices from Cincinnati say that the forth coming meeting of the officers of the army of the Cumberland, on the 6th of February, will be generally attended. A large number of the general officers of that army have already signified their intention to be present. Half-fare arrangements have been completed with the principal roads centering at Cincinnati.

THE HYDRAULIC PROPELLER.

In a recent article in the New York Times, Mr. Isaac Newton speaks of the British war vessel *Waterwitch*, as follows:

The *Waterwitch* is 162 feet in length, between perpendiculars, by 32 feet breadth of beam, and 13 feet 9 inches depth of hold; her average draft of water is about 11 feet. She is rather flat-bottomed, and is built double ended, with a rudder at each end. We now come to the propelling machinery. Nearly midway, in a fore and aft direction, and in a precisely central position, transversely, on the bottom of the vessel a long shallow box of iron is riveted: this box extends seven feet on each side of the keel, and for a distance of about twenty-two feet in the direction of the length of the vessel. The lower side of this box (or rather the bottom or vessel which forms its bottom), is pierced with a great number of small rectangular orifices, which give admission to the water on the outside of the vessel; there is a partition in the box which divides the part which communicates with the sea from the other portion which has no such communication; this partition is fitted with sluice valves, so that the water may be shut off or regulated from one portion of this box. On top of the latter portion of this box the hydraulic propeller or centrifugal pump is placed, with its axis vertical. This pump, or, rather, wheel, is circular; it is 14 feet 6 inches in diameter, and weighs no less than 8 tons. It is constructed of two boiler plate discs, curved somewhat like a saucer, and placed about 2 feet three inches apart; these discs are secured to a cast-iron centre, which is, in turn, attached to the shaft of the engines, by means of which it is revolved. Between these discs, and riveted to them, are placed twelve arms or blades, thus dividing the space between the discs into twelve spaces, one end of which communicate with the water-box already described, by means of a circular hole 6 feet in diameter, cut in the lower disc, and the other end terminates at the circumference of this wheel, or, more properly, centrifugal pump. The blades or arms are curved in a peculiar manner, which it is not necessary to describe for a clear understanding of the subject. Surrounding and inclosing this centrifugal pump, and bolted to the water-box already mentioned, is a cast-iron circular case, in which it revolves; this case is 19 feet in diameter, and it is made with great care, being accurately turned and polished throughout its interior surface; the object being to reduce the friction of the water, forced against it by the pump, to the lowest possible point. Leading from this case, in opposite directions, are two rectangular-shaped discharge pipes, made of copper, and curved so as to reduce the friction of the water. These discharge pipes lead to the nozzle pipes, which are attached to the exterior of the ship's side, at or about the water-line—the discharge pipes within the vessel are 2 feet 1 inch by 2 feet three inches, and the propulsion nozzles on ship's side are 24 inches by 18 inches; and they are continued 8 feet in a fore and aft direction, each side of the centre. These nozzles are two in number on each side of the vessel, one pointing forward and the other aft; by means of valves in the discharge pipes, which can be operated from the deck, the stream of water can be projected aft or forward, thus changing the direction or turning the vessel at will. On the top of the circular case, and rising far above the water-line, are placed the steam-engines for driving the centrifugal pump. They are three in number, and are connected directly to the shaft of the pump on one crank pin, at an angle of 120 degrees with each other. Their cylinders are thirty-eight and a half inches in diameter, by three feet six inches stroke piston.

[Announcements of Marriages should be paid for at the rate of fifty cents each.]

MARRIED.

BROWNSON—VAN DYKE.—At Detroit, Mich., January 12, 1868, Brevet Major H. F. BROWNSON, Captain, Forty-third Infantry, to Miss JOSEPHINE VAN DYKE, daughter of the late James A. Van Dyke, Esq. No cards.

KINTZING—TAYLOR.—At St. John's Church, Brooklyn, on the 22d inst., by the Rev. George F. Seymour, D. D., Lieutenant-Colonel M. R. KINTZING, U. S. Marines, to MARY AUGUSTA, daughter of D. Carrington Taylor, of Brooklyn.

PETER COOPER, CHARLES A. MACY, DANIEL DREW, CHARLES F. DEEMS, D. D., EARL DERRY and LORD STANLEY, of the British Parliament, BARON WODEHOUSE, Lord Lieutenant of Ireland, with Portraits, Biographies, and Characters, given in the February number of the PHRENOLOGICAL JOURNAL; also, Poor Whites of the South, Consciousness and Mental Action, Abuses of Culture in the Ministry, How to Choose a Wife, What is the Use of Phrenology? Maple Sugar, Origin of the Races, etc. Only 30 cents, or \$3 a year. S. R. WELLS, Publisher, 389 Broadway, New York.

A FIRST LIEUTENANT OF INFANTRY, standing sixth on the list, and stationed in Idaho, desires to TRANSFER with any First Lieutenant of Artillery. Apply through the ARMY AND NAVY JOURNAL.

540 MILES
OF THE
UNION PACIFIC RAILROAD

Running West from Omaha
ACROSS THE CONTINENT,
ARE NOW COMPLETED,
THE TRACK BEING LAID AND TRAINS RUNNING
WITHIN TEN MILES OF THE SUMMIT
OF THE ROCKY MOUNTAINS.

The remaining ten miles will be finished as soon as the weather permits the road-bed to be sufficiently packed to receive the rails. The work continues to be pushed forward in the rock cuttings on the western slope with unabated energy, and a much larger force will be employed during the current year than ever before. The prospect that the whole
GRAND LINE TO THE PACIFIC
WILL BE COMPLETED IN 1870

was never better. The means so far provided for construction have proved ample, and there is no lack of funds for the most vigorous prosecution of the enterprise. These means are divided into four classes:

1.—UNITED STATES BONDS, having thirty years to run, and bearing six per cent. currency interest, at the rate of \$16,000 per mile for 617 miles on the Plains; then at the rate of \$45,000 per mile for 160 miles through the Rocky Mountains; then at the rate of \$32,000 per mile for the remaining distance, for which the United States takes a second lien as security. The interest on these Bonds is paid by the United States Government, which also pays the Company one-half the amount of its bills in money for transporting its freight, troops, mails, etc. The remaining half of these bills is placed to the Company's credit, and forms a sinking fund which may finally discharge the whole amount of this lien.

2.—FIRST MORTGAGE BONDS. By its charter the Company is permitted to issue its own First Mortgage Bonds to the same amount as the bonds issued by the Government, and no more, and only as the road progresses. The Trustees for the Bondholders are the Hon. E. D. Morgan, U. S. Senator from New York, and the Hon. Oakes Ames, Member of the U. S. House of Representatives, who are responsible for the delivery of these Bonds to the Company in accordance with the terms of the law.

3.—THE LAND GRANT. The Union Pacific Railroad Company has a land grant or absolute donation from the Government of 12,800 acres to the mile on the line of the road, which will not be worth less than \$1 50 per acre, at the lowest valuation.

4.—THE CAPITAL STOCK. The authorized capital of the Union Pacific Railroad Company is \$100,000,000, of which \$8,500,000 have been paid on the work already done.

The Means Sufficient to Build the Road.

Contracts for the entire work of building 914 miles of first-class railroad west from Omaha, comprising much of the most difficult mountain work, and embracing every expense except surveying, have been made with responsible parties (who have already finished over 540 miles) at the average rate of sixty-eight thousand and fifty-eight dollars (\$68,058) per mile. This price includes all necessary shops for construction and repairs of cars, depots, stations, and all other incidental buildings, and also locomotives, passenger, baggage and freight cars, and other requisite rolling stock, to an amount that shall not be less than \$5,000 per mile. Allowing the cost of the remaining one hundred and eighty-six of the eleven hundred miles assumed to be built by the Union Pacific Company to be \$90,000 per mile,

The Total Cost of Eleven Hundred Miles will be as follows:

914 miles, at \$68,058.....	\$62,205,012
186 miles, at \$90,000.....	16,740,000
Add discounts on bonds, surveys, etc.....	4,500,000
Amount.....	\$83,445,012
As the U. S. Bonds are equal to money, and the Company's own First Mortgage Bonds have a ready market, we have as the	
Available Cash Resources for Building Eleven Hundred Miles:	
U. S. Bonds.....	\$39,328,000
First Mortgage Bonds.....	29,328,000
Capital Stock paid in on the work now done.....	8,500,000
Land Grant, 14,080,000 acres, at \$1 50 per acre.....	21,120,000
Total.....	\$98,276,000

The Company have ample facilities for supplying any deficiency that may arise in means for construction. This may be done wholly or in part by additional subscriptions to capital stock.

EARNINGS OF THE COMPANY.

At present the profits of the Company are derived only from its local traffic, but this is already much more than sufficient to pay the interest on all the Bonds the Company can issue, if not another mile were built. It is not doubted that when the road is completed the through traffic of the only line connecting the Atlantic and Pacific States will be large beyond precedent, and, as there will be no competition, it can always be done at profitable rates. It will be noticed that the Union Pacific Railroad is,

in fact, a Government Work, built under the supervision of Government officers, and to a large extent with Government money, and that its bonds are issued under Government direction. It is believed that no similar security is so carefully guarded, and certainly no other is based upon a larger or more valuable property. As the Company's

FIRST MORTGAGE BONDS are offered for the present at 90 CENTS ON THE DOLLAR, they are the cheapest security in the market, being more than 15 per cent. lower than U. S. Stocks. They pay

SIX PER CENT. IN GOLD, or over NINE PER CENT. upon the investment, and have thirty years to run before maturity. Subscriptions will be received in New York, at the Company's Office, No. 20 Nassau street, and by CONTINENTAL NATIONAL BANK, No. 7 Nassau street, CLARK, DODGE & CO., Bankers, No. 51 Wall st., JOHN J. CISCO & SON, Bankers, No. 33 Wall st., HENRY CLEWS & CO., Bankers, No. 32 Wall st., HEDDEN, WINCHESTER & CO., Bankers, No. 69 Broadway,

and by the Company's advertised Agents throughout the United States. Remittances should be made in drafts or other funds payable in New York, and the bonds will be sent free of charge by return express. Parties subscribing through local agents, will look to them for their safe delivery.

A NEW PAMPHLET AND MAP, showing the Progress of the Work, Resources for Construction, and Value of Bonds, may be obtained at the Company's Offices or of its advertised Agents, or will be sent free on application.

JOHN J. CISCO, Treasurer, New York. January 8, 1868.

CHEAPEST STORE IN NEW YORK.

Be sure and get in the MIDDLE OF THE BLOCK.

HADLEY'S

Cooper Institute (Third and Fourth avenues, near Seventh street).

CHINA, GLASS, SILVER-PLATED WARE, AND HOUSE-FURNISHING GOODS.

At one-half the usual Selling Prices. Come and see. French China Dinner Sets, 130 pieces.....\$30 French China Tea Sets, 44 pieces.....\$7 Imperial Parian Stone Dinner, Tea and Toilet Sets very low; handsome as China, and less in price. Cut and Pressed Goblets, from.....\$2 50 to \$10 per doz. Silver-plated Casters, from.....\$3 00 to 10 each. Silver-plated Pitchers, from.....\$5 00 to 10 each. Silver-plated Tea Sets, Urns, Baskets, Forks, Spoons, etc., equally low.

Fancy Toilet Sets, from \$7 to \$25. Good assortment of rich China Mantel Vases, from \$5 to \$50 per pair; one-half the Broadway and downtown prices. Decorated and Gold Band China Dinner Sets selling less than cost of importation. A fine variety of Decorated China Tea and Toilet Sets. Also, Sheffield Cutlery, Tea Trays, Plainished Tin Ware, Fire Sets, Fenders, Baths, Plate Warmers, Table and Door Mats, Refrigerators, Tables, Chairs, Clothes Wringers, and 1,000 other articles in the line. Come and see our goods and low prices.

Goods packed and shipped all over the world. Remember HADLEY'S, the Middle of the Cooper Institute Block.

STONE AND SEAL ENGRAVING.

TIFFANY & CO.,

Nos. 550 & 552 BROADWAY,

Would state to Army and Navy patrons, that they have recently added to the artistic force of the establishment, an accomplished workman in the above lines, and are able to execute the most particular orders—many of which have heretofore necessarily gone abroad. Designs, carefully prepared for private or public seals, etc., will be returned cut in the best style, by Express, to any part of the Union.

TO THE ARMY AND NAVY.

NORTON & CO.,
AMERICAN BANKERS.

NO. 14 RUE AUVER, PARIS,

Would notify all officers of the Army and Navy who may visit Europe that they are prepared to attend to any business placed in their hands. All letters addressed to the care of NORTON & CO. will be at once forwarded or retained to await orders. In the reading room may be found the largest collection of American Journals on file in Europe. The ARMY AND NAVY JOURNAL regularly received. Drafts, United States and Railway Securities bought and sold.

FINE MEERSCHAUM.

TIFFANY & CO.,

Nos. 550 & 552 BROADWAY,

Have now in stock an exceedingly fine importation of MEERSCHAUM PIPES AND CIGAR HOLDERS, guaranteed to be of the purest material, with stems of the finest amber or of cherry stick, amber tipped. These pipes range in price from \$10 to \$100, many of them being exquisitely carved and mounted. Orders will be promptly and carefully answered by Express, to any part of the United States.

JAMES SCHOUER,

Attorney and Counsellor at Law,

OFFICE, No. 33 SCHOOL STREET, BOSTON.

Attends to all Army and Navy Claims, and business at Washington, with WILLIAM SCHOUER, late Adjutant-General of Massachusetts.

OXYGENIZED AIR;

A CURE FOR

CATARRH,

AND DISEASES OF THE THROAT AND LUNGS,

APPLIED BY

DR. C. L. BLOOD,

NO. 9 MONTGOMERY PLACE,
BOSTON, MASS.

CHRONIC CATARRH.

Why entertain this loathsome disease when relief can be obtained! We meet those every day who are suffering from Catarrh to such an extent, that the Air Passages in the head are in a partly decomposed condition—the nose and throat filled with such a mass of corrupt matter that they are objects of disgust to themselves, and of pity to those with whom they associate.

Chronic Catarrh usually affects the head, fauces and bronchial tubes. It is invariably caused by humoral or inflammatory blood, by which the mucous membrane is made sore or inflamed, producing a copious effusion of viscid matter. If it be produced by Scrofula in the blood it is almost certain to end in Consumption, unless speedily cured, because it is impossible to entirely prevent the matter from running down the Bronchial into the air vesicles, as such is the excreting, or scalding property of the matter, its contact with the delicate linings of the air-cells at once causes irritation, and invites the humoral properties of the blood to deposit therein Tubercles and Ulcers.

Catarrh almost always attends Consumption, and frequently leads to it. In Oxygenized Air we have a positive cure for this disease. The remedy is taken by inhalation—breathed directly into the lungs, and through them carried into the blood; thus as soon as the blood will carry it, it reaches all parts of the system, decomposing the impure matter in the blood and expelling it through the pores, and through the natural channels from the system. Thus you will see that the cause of the disease is removed, and the disease itself must follow.

In this same manner we treat and radically cure Bronchitis and Consumption. Let no one suffering from these diseases despair of relief. If you are too far away to visit our office and see us personally, write a description of your symptoms, and forward to the address below.

Send for our circular, which gives a full description of these diseases.

Out of the many thousands of testimonials received we publish the following:

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Dear Sir: I desire to give you my testimony in regard to the value of your scientific system of treating catarrh and diseases of the Respiratory organs. I have used your remedy, "Oxygenized Air," in my practice for the last year with complete success. I have cured the worst forms of Catarrh, and a majority of the cases of Bronchitis and Consumption in their advanced stages. I unqualifiedly pronounce "Oxygenized Air" the greatest boon ever yet conferred upon our suffering race, and hope the day is not far distant when every intelligent physician will adopt your system in the treatment of all forms of chronic affections.

Fraternalty yours,

L. M. LEE, M. D.

No. 199 Westminster street, Providence.

Dr. C. L. BLOOD,

My Dear Sir: I have tested your remedy, "Oxygenized Air" in advance stages of Catarrh, Bronchitis and Consumption, and the results have been, in the highest sense, satisfactory; so positive an I of its wonderful power to arrest the progress of the above-named diseases that I can conscientiously advise all who may be suffering from them to place themselves under the treatment at once.

Respectfully yours,

Rev. R. TOMLINSON,
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250,000 lbs. Fresh Beef, to be delivered in such
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250,000 lbs. Bacon, clear sides, in casks or sacks, and
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1,000 barrels Mince Pork.

657,000 lbs. Flour, put up in sacks or barrels, and
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75,000 lbs. Corn Meal, of best quality, and securely
put up in sacks or barrels.

5,000 gallons Cider Vinegar, of best quality, and put
up in good barrels, half barrels, and kegs.

20,000 lbs. Salt, of good quality, and securely put
up in sacks or barrels.

AT FORT ARBUCKLE, CHICASAW NATION,
INDIAN TERRITORY.

120,000 lbs. Fresh Beef, 70,000 lbs. Bacon, clear
sides; 350 barrels Mince Pork; 220,000 lbs. Flour, 25,000 lbs.
Corn Meal, 1,600 gallons Cider Vinegar, 8,000 lbs.
Salt.

The deliveries at Fort Arbuckle to be made in like
manner, and the stores to be of like good quality as
those received at Fort Gibson.

The person or persons to whom any award is made
must be prepared to execute contracts and give the
required bonds at once, and be in readiness to com-
mence the delivery of stores on the 1st day of April,
1868, and to continue the same in such quantities as
may be required until the 30th day of June, 1869, or
until the whole amount contracted to be furnished
shall have been supplied.

Each bid must be accompanied by a good and suffi-
cient guarantee from two or more persons (whose
loyalty and solvency is certified to by a clerk of a Court
of Record), setting forth that the bidder will, in case
a contract is awarded, give ample bonds and security
for the faithful performance of the same. The name
and place of residence of each bidder and surety must
be given.

No proposal will be entertained unless satisfactorily
represented, that does not fully comply with the terms
of this advertisement.

Proposals may be for the whole or any part of the
stores required, at either or both places.

Any contract awarded under this advertisement
will be made subject to the approval of the commis-
sary-general, and the right is reserved to reject any or
all bids. All stores delivered will be subject to a
rigid inspection by an officer or agent appointed on
the part of the United States.

Payments upon the contracts awarded will be made
monthly in current funds.

Bidders are invited to be present at the opening of
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hour above specified.

Proposals must be plainly endorsed, "Proposals
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By authority of Colonel DeL. Floyd-Jones, com-
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